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HISTORY
SCHOTT

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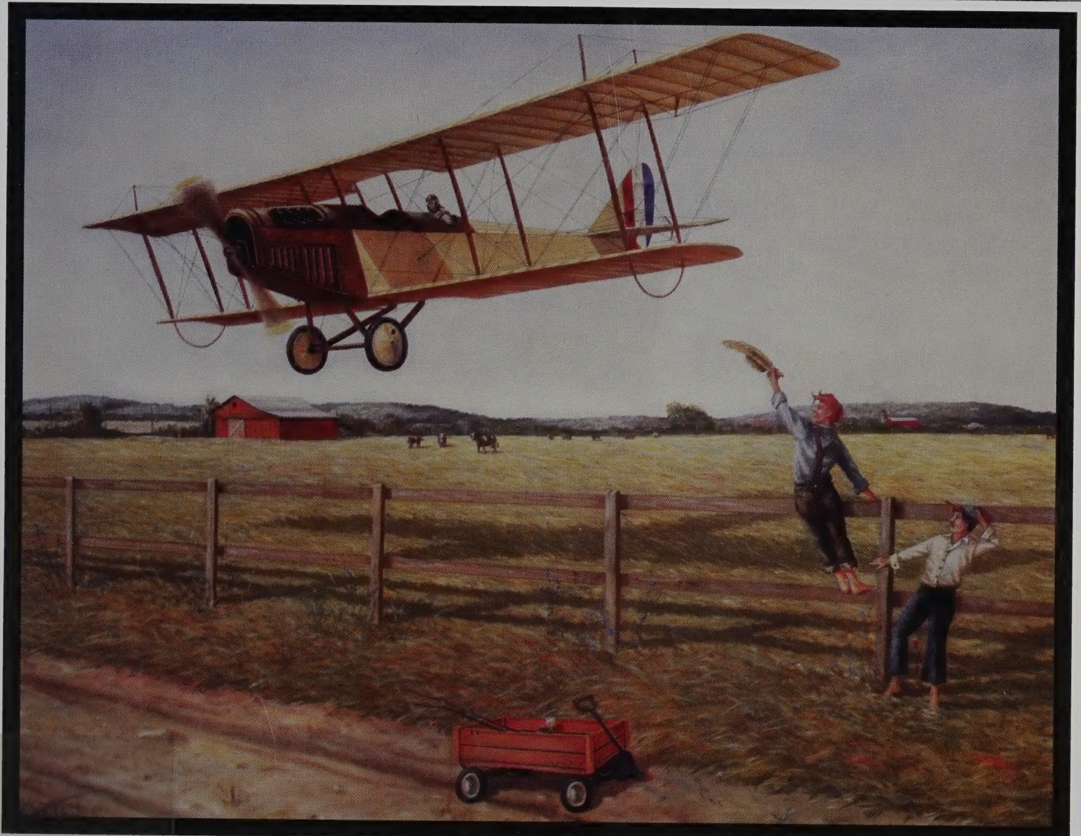
# "COPY BOY"

## The Colorful Life of Robert T. Schott



("The Barnstormer" by Brett Dagnall)

THE STORY OF A KID WHO LOVED AIRPLANES

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SCH
SCHOTT
(ROBERT)

5/4

Robert T Schott 94
(Bob)

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# COPY BOY

## A Book of Memories
by
Robert T. Schott

Materials Collected and Compiled by:
Robert T. Schott

Typed and Edited by:
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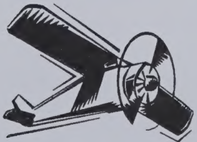

# DEDICATION

*To my sons,*
*Anthony,*
*a bright eyed boy who died in infancy,*
*and Larry,*
*1942-1993.*
*Larry was a good, kind, and sweet natured boy.*
*Serving three terms in Germany*
*and three terms in Viet Nam,*
*he proved his love for country and mankind.*

# ACKNOWLEDGMENTS

The publication of this book fulfills my wish to compile the clippings, photos, and memories of a lifetime into a volume that others with an interest in aviation might also enjoy. The purpose was not for personal gain or applause, but for the preservation and sharing of so many bits of history that might otherwise have been lost. I have always been a collector of aviation memorabilia, most of which is now on display in the Greater Ft. Wayne Aviation Museum at Ft. Wayne International Airport in Ft. Wayne, Indiana. Much of that collection has been arranged and condensed into this book.

There are many to whom I owe a debt of gratitude for helping make the dream of this book a reality:

**The Fort Wayne News-Sentinel** offered me work as "copy boy" at a time when aviation was starting to flourish across the United States. I had the opportunity to be at the forefront when aviation news came across the wires and when history was being made at such a rapid pace. I wish to thank the News-Sentinel for the use of many photos and clippings which originally appeared in that publication and for the many happy years that I spent in their employment.

**Paul Hobrock, Bob McComb, Ed Beatty and many others** were in on the beginning steps of aviation in this area and I wish to thank them for the use of articles and portions of their writings in this publication. Before his death about ten years ago, Paul Hobrock wrote much about the early air fields and aviation pioneers in the Ft. Wayne area and portions of those articles have been used in this book; my thanks to Bob McComb for use of his tribute to "Art Smith, Bird Boy of Ft. Wayne"; and to Ed Beatty for the use of his article remembering the News-Sentinel Glider Clubs entitled "Is the Sky Blue?" Special thanks to Ed for previewing a copy of the book for clarity and accuracy before publication. His suggestions are very much appreciated.

**The Greater Ft. Wayne Aviation Museum** and its many contributors have helped to supplement the collection in my book with even more historical data and photos.

**Lou Thole** (Wright Field, Dayton, OH) kindly agreed to allow his article about Baer Field ("Forgotten Fields") to be copied as it appeared in the "Friends Bulletin" as published by The United States Air Force Museum Foundation in the Spring of 1988. Lou also provided historical data on the Assault Drones Project mentioned in this book.

**Bill Sweet** (who passed away about ten years ago) wrote a book entitled "They Call Me Mr. Air Show" from which we copied portions of his article on Bob "Unk Fudd" McComb. The book is full of entertaining stories about the amazing shows put on by the early stunt fliers and daredevil pilots. It was published by Ken Cook Transnational Publishing Company in Milwaukee, Wisconsin.

**Brett Dagnall** graciously allowed the use of "The Barnstormer" for the cover of this book. This, and other aviation-related lithographs may be obtained from the artist at Horizon Art, 172 Newman St., Metuchen, NJ 08840.

**LuReign A. Brown**, typing and layout, takes this opportunity to speak for herself:
*My family has known Bob Schott for over fifteen years. We have enjoyed Bob's visits to our office, when he would regale us with story after story from the years when he had his finger on the "pulse" of the News-Sentinel Teletype machine and his hands on the throttle of a plane. When pressed for names and dates for photographs Bob would often be stumped, but he could always tell me what type of plane was being flown and what kind of engine it had. Evidently that was more important to you "fly boys." Bob's offerings of red raspberries and sweet corn kept me motivated to type into the night—what delicious payment! It has been my privilege to help put the multi-faceted life of Bob Schott into print. We hope that you will enjoy your "flight" through the book, and that the joy of the memories will far outweigh any errors or omissions that you may find.*

To these, and any others who have been inadvertently omitted, I give my heartfelt thanks for their help and cooperation. It is having friends like you that has made my life so enjoyable.

Robert T (Bob) Schott

Robert T. (Bob) Schott

# FOREWORD

There comes a time in our lives when we stop thinking about the future and wonder about the past. “Did I accomplish everything I set out to do?” “Did my life have meaning?”

Eighty-three-year-old Robert Schott, of Kendallville, can now say he did it. Schott has compiled a lifetime of area aviation memories in a book he calls “Copy Boy.”

It is a perfect companion to his memorabilia housed in the Greater Fort Wayne Aviation Museum, which he founded in 1974 in the Fort Wayne International Airport terminal. The display cases preserve the photos, equipment, and historical documents. Now the book will preserve the words and memories of a lifetime devoted to aviation.

“Copy Boy” is the story of a young boy who peddled six miles between Ft. Wayne and Waynedale in 1920 to see his first airplane and later became a Ft. Wayne News-Sentinel copy boy, which put him in contact with the early years of aviation in this area. Bob went on to become an aviation news editor and columnist, airplane owner, airport manager, Aviation Age magazine business manager, real estate appraiser, and author of the pilot’s “Ten Commandments of Flying.”

The book is filled with anecdotes, photographs, documents, and newspaper articles about a man who contributed much to aviation development in the Ft. Wayne area. Bob still has an active pilot’s license and remains devoted to flying. This book is his tribute to the many men and women who so boldly and bravely took the steps necessary to promote and advance aviation in its infancy up to the present.

Jim Kelley

JIM KELLEY
Ft. Wayne, Indiana

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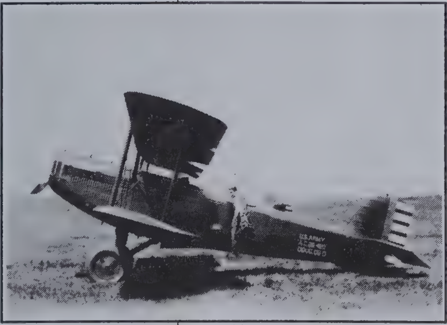
## THE KID LOVES AIRPLANES

My love for aviation started quite early. I would hear an airplane flying overhead and dash out of the house to watch it.

One day I saw in the paper that an airplane was going to land on the Judge Alden farm between Ft. Wayne and Waynedale. This was about six or seven miles from our house. I am sure I was not ten years old yet, but I peddled my bike out to see it. I arrived shortly after noon so did not get to see it land but I was thrilled to get to see my first real airplane. It was a DeHavilland DH-4, two-passenger, open cockpit. These were built by the British and later by the United States. In fact, when the Government took over the air mail in the 1920's, these were the planes they used.



*THE DeHAVILLAND DH-4*

*This was the first plane I ever saw up close, on the ground, and I was thrilled!*

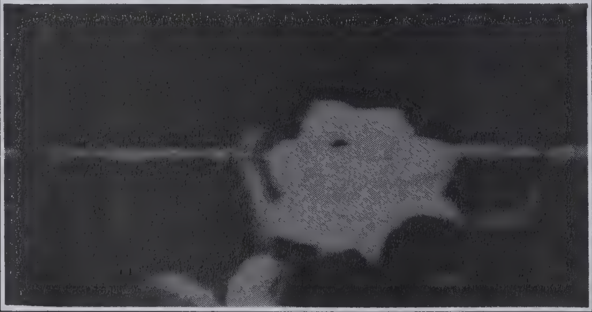
(Art Smith, Ft. Wayne's famous aviator, was flying one of these government mail planes near Montpelier, Ohio when it crashed and he was killed. This was at 9:30 on Friday evening, February 12, 1926, seven miles from the U.S. air mail field at Bryan, Ohio.)

I stuck around as long as I thought I should, hoping to see the plane take off, but finally had to start peddling home and did not get to watch it leave the airport. I found out while there that the pilot was a Lieutenant Schoenfield and he had brought a passenger with him. In later years, it was Lt. Schoenfield who established the first airport in Ft. Wayne on August 16, 1925. It was located on the Lima Road about three miles north of the City. They called it "Flight B" which later became known as Sweebrock Airport.

As I was still too young to actually pilot a plane, I kept playing with planes that I made from pieces of two-by-four with lath for wings. I saw some pictures of some German Junkers and made several low winged planes.

As my collection of planes grew I realized that I needed to have an airport. I had some idea what an airport looked like so in 1919 I built my airport in our backyard. I called it "Felix Airport" and it was complete with hangars and runways. Of course I was the Airport Manager and the Ground Crew consisted of whatever neighborhood friends came to play that day. So Ft. Wayne actually had its first airport in 1919, although it was limited to very small airplanes.

The urge to fly was very strong within me. One day I took an umbrella up on the garage roof and jumped off with it. You guessed it—the chute blew upside down and I fell eight feet. I did not break any bones, but my pride was bruised. No, that was not tried again.



BOB SCHOTT, "PARACHUTING" OFF ROOF

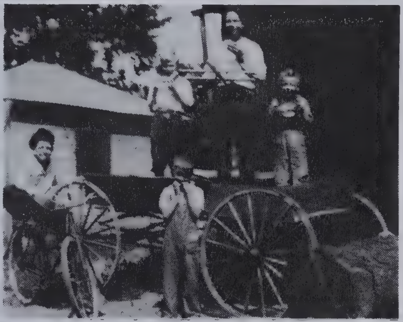
I watched the newspapers and magazines for any type of news about the advancement of "man in flight." In addition to the famous Wright Brothers (whose 1/2 minute flight took place on December 17, 1903), I soon found that quite a few others were making attempts to get their homemade crafts airborne. Of course many attempted and failed, but with each crash landing modifications were made that put them that much closer to success on the next attempt.

One such local pioneer was Art Smith, for whom Ft. Wayne's "Smith Air Field" was named. Much has been written about Art Smith and I will not duplicate it all in this book of memories, but he certainly deserves mention as a key figure in my early interest in aviation. A separate chapter will be dedicated to Art later in the book.

# "FELIX AIRPORT"

## Ft. Wayne's First Airport - Established August 16, 1919

## Backyard of 1211 Taylor Street



Airport Manager (Tall one in center) & Ground Crew

A Parachute Landing

FELIX
AIRPORT

The Fleet in Front of the Main Hangar

The Fleet Ready for Inspection

Planes Coming in for a Landing

Service & Maintenance at the Bustling Felix Airport

# A BRIEF OVERVIEW OF THE EARLY FT. WAYNE AIRPORTS

Many people are not aware of the number of airfields that were in use before "Baer Field" came into existence. Although some were not more than a cleared strip of land in a grain field, they served the purpose of giving airplanes a place to land and often had the added benefits of offering fuel and a hangar for service and storage.

Art Smith did a lot of his testing at a place called "Driving Park" situated north of State Boulevard and east of Crescent Avenue. This was about 1910 and Art was only 15 or 16 years of age. Paul Hobrock writes[1]:

*"The first plane was not much of a success as the front elevator was too large and in the test flight the plane went straight up, turned over and crashed. This put Art in the hospital for many months. The wreck was disassembled and after Art got better he started building his second plane. This was much better and I saw it fly about the fall of 1911. I was attending Jefferson School and this particular afternoon our teacher told the whole class we could go to the west window and watch an aeroplane fly over the western section of Ft. Wayne. It continued east over Main Street and went straight north of the school. It was only about 4 squares from us and appeared to be 500 feet high. I got a very good view of it and this was the first time I had ever seen a plane in full flight.*

*On another occasion I was taken to Centlivre Park which was located on North Clinton Street. In the park was a half-mile dirt track. There we saw seven pusher type aeroplanes parked in the infield. Every so often one would crank up and "make a start" as takeoffs were called. This made quite a small flying field! This was getting close to the time of the build-up to WWI and aeroplanes were seen more frequently."*

Lt. Schoenfield had used the Judge Alton Farm twice for landing. A year or two later he landed on the Fred Buecker farm located on the Lima Road across from the present site of the Seyfert's potato chip plant. The Bueckers had three children—John, Florence, and Loretta—and all three became pilots. The Buecker farm included a tract of land containing about eighty acres and this became known as "Flight B." Capt. Floyd Showalter leased this field from Fred Buecker until about 1923 when Showalter fell on hard times and had to give up the lease and one of his J-1 Standard airplanes. Paul Hobrock, a student of Showalter, leased the field and bought the biplane, which happened to be the same plane he had soloed in on July 24, 1923. (Hobrock conceived the idea of sewing "slipcovers" out of the material used to cover airplanes that could be sewn in advance and sold to people who were building, or rebuilding, airplanes. The coverings fit the various components much like a pillow slip. At the height of his business [1959], he was supplying covers for over 100 types of airplanes.)

PAUL HOBROCK

Hobrock's first student was George Sweet, a celery farmer from the west end of Taylor Street in Ft. Wayne. They formed a partnership known as the Sweebrock Firm and this company kept the lease with Fred Buecker. On this land they built the first private plane hangars along the Lima Road. The large one to the south would hold about five planes. The string of single buildings numbered five T-shaped and eventually some of their occupants built small offices or shops adjacent to where the planes' tails fit. Sweebrock occupied the third small hangar and expanded this at one end and in the rear to make a large L-shaped workshop in addition to ample space in which to store a big LS5 Hisso Standard plane which they purchased for passenger hauling. Off to itself at the north end of the building complex was another large hangar which would hold seven planes.

Sweebrock finally sold the airport lease and buildings to Guy S. Means who was a G.M. dealer downtown. General Motors had plans to manufacture a small plane so everyone could have their own, but it never materialized. This site remained the "Guy Means Airport" until all operations were moved north to the Paul Baer Field (later known as Smith Field).

In 1945, Lester Myers and Jim Kelley bought 105 acres of land southeast of Ft. Wayne on the Wayne Trace Road. They taught first and second class grade government students and had the usual air shows, etc. On July 1, 1949 they moved over to Baer Field at the request of Jim Ross, the airport manager, who needed a good operator on Baer Field. They added 42 airplanes to Baer Field and a full aircraft service called "Ft. Wayne Flying Service." Tom Kelley still operates the service today.

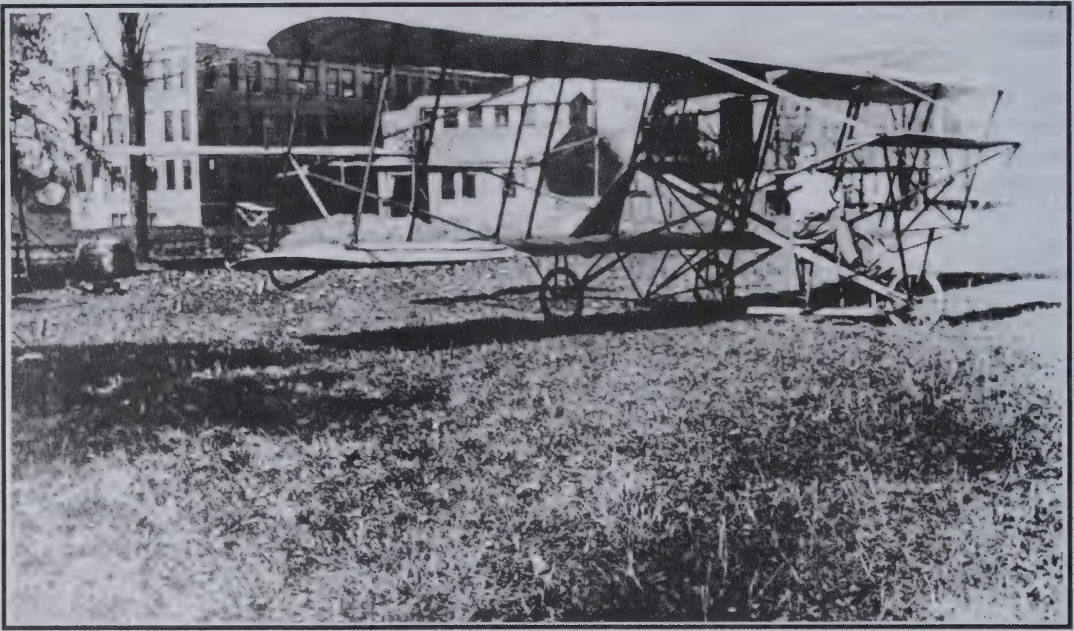
[2]The tract north of Ft. Wayne that had been used as the municipal airport was briefly considered for use as a military base in 1940-41. But widespread objection to having military operations mixed with commercial and civilian aviation prevented the merger. Thus it was decided that the north air field would remain the municipal airport and a new, military airport would be built elsewhere. Public opinion chose "Art Smith Air Field" for the name of the new airport, but the War Department enforced its policy that Army airfields be named for deceased Air Corps officers, and Art Smith did not qualify. Thus the north air field became "Art Smith Airport" in 1942. In that same year the City of Ft. Wayne purchased 1,000 acres southwest of Ft. Wayne on which to build the new airport, which the community decided to name after Lt. Paul Baer. The base was officially designated "Baer Field" on June 14, 1941.

[1] Some information for this section was copied from an article by Paul Hobrock contained in the "15th Annual National Convention" Booklet of the OX-5 Club of America entitled *"Paul Hobrock's Own Account of Early Fort Wayne Aviation."* (October, 1970)

[2] Baer Field 50th Anniversary Booklet, 1991, page 9.

SWEEBROCK AIRPORT

This is how the old Sweebrock Airport looked from the cockpit of an Autogiro, as the helicopter used to be known. The site is the Fred Buecker property and in recent years a drive-in theater replaced the airport. After the Sweebrock era, the port was operated by Guy S. Means. (Photo by Robert Schott)



This site is the north portion of present-day Memorial Park, about 2,200 square east of downtown Ft. Wayne. Art Smith called this acreage "Aviation Field"—the first field so used as a "fixed base" in Indiana. Note the long-gone *"Rub-No-More"* soap factory in the background, (upper right of photo).

This photo, with Art Smith seated at the controls, shows the two major modifications Art accomplished—Tri-cycle gear replaces the two wheels in tandem which did not work. Also, acceptable outrigger ailerons replace his previous no-good devices used for roll. As soon as he removed that front airfoil ahead of his seat, at his eye level, Art started getting successful flights. Using that front elevator control coupled with his rear set of elevators proved much too sensitive.

*(These notes excerpted from Bob McComb's proposed biography of Art Smith—"Bird Boy Art Smith.")*

# BANDS, PAPER ROUTES, AND GERMAN CLASS

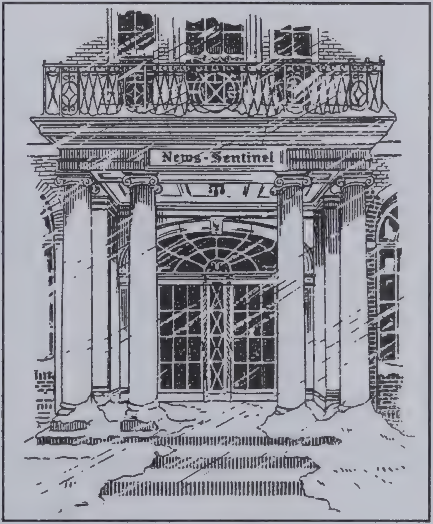
While in the eighth grade I heard that Waynedale had a band director and was going to organize a band. Waynedale was about eight miles south of Ft. Wayne and I could go for fifteen cents round trip, so I decided to join the band. The director suggested that I play a clarinet, which made me happy because I didn't want to carry around a big horn. Two months later the Ft. Wayne News-Sentinel hired a man named Mr. Bailey to organize a band for the newspaper, so I joined this band and quit going to Waynedale.

The News
The Sentinel

Mr. Bailey found that I was having problems covering the little holes on the clarinet and suggested that I switch to the trombone. I got along pretty well with it, except I have never been musically inclined. Mr. George Schoenhair, of the circulation department, announced that anyone in the band who wanted a paper route would be given one as fast as they opened up. I applied and in two weeks I had a paper route.

My route was downtown and I had to pick up my papers at the office located at Barr and Main Streets. The boys that had downtown routes did not get their papers delivered to their route but had to pick them up at the office. I had Route #79 with 80-90 customers. My route was bounded on the east by Calhoun Street, on the west by Fairfield, on the north by Douglas and on the south by Baker. Shortly after I began this route the Lincoln National Life Insurance Company bought everything from Harrison to Calhoun Streets and soon after that the U.S. Post Office bought everything between Fairfield and Ewing, so I lost about 18 customers.

We were living near the corner of Broadway and Taylor Streets when I started High School, so I had the choice of attending Central or South Side High School. As I already had the paper route I chose Central because it was only a mile and a half from my home and South Side was seven miles south of my home. This worked out quite well because I was able to get the eighth period off from High School and could go to the newspaper office and get an early start on my route. This also gave me time to work in the mailroom single-wrapping papers and putting them in the mail sacks for mailing all over the country.



ARTIST'S RENDERING OF
THE NEWS-SENTINEL BUILDING

THE HOMES ON TWO BLOCKS OF MY PAPER ROUTE WERE TAKEN DOWN AND THESE NEW BUILDINGS WERE BUILT.

LINCOLN NATIONAL LIFE INSURANCE COMPANY

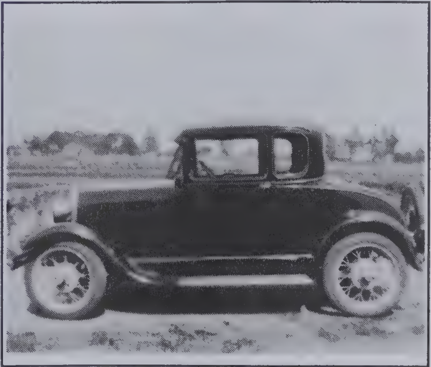
UNITED STATES POST OFFICE

I found out that Ben Allegher was going right through my route between the interurban station and the railroad stations. So we got together and I would get my papers a little early and ride with him. At the interurban station he would take 25 papers up to the sales counter and I would load the other papers onto the baggage carts for delivery to Decatur, Kendallville, and the other small towns. Every time he came back he would hand me a candy bar.

As he drove I would start folding my papers so when I got dropped off at my route I was ready to deliver them to my customers. I also placed the railroad station papers (Nickeplate, Wabash, and Pennsylvania) in their spots at the back of the truck so Ben could reach them when he got to the stations and put them on the baggage trucks.

Between my Freshman and Sophomore years I found that I had failed German, which surprised me because I came from German background. I told them I had to have the eighth period off, but they were insisting that I take German during that period. Therefore I did not enroll in school for the second year. I spent ten days thinking it over and finally decided that I probably should attend school, but then the News-Sentinel offered me the job as Copy Boy, which would be a full-time job. I did not go back to High School.

BOB KNOWS MORE ABOUT FLYING THAN HUNTING!



1928 Ford
Complete with Rumble Seat
(Bought for $125)

# COPY BOY AT THE NEWS-SENTINEL

I found the job as Copy Boy very interesting, even though I knew I was doing everything that nobody else wanted to do. I started my day walking from home and would pick up the mail sack and sort and distribute the mail. When I got finished with that my next duties were to take the news as it came in off the three wires (UP, AP, and INS) and give them to the telegraph editor who was in the same room where the wire machines were located. He would pick out the best of the news, edit it, and put it on a spindle which I would then deliver to the copy editor, Brian Martin. I would check these machines about every hour.

News-Sentinel Christmas Party - 1926

As Copy Boy I was available to the various departments. On the second floor, next to my office, was the Art Department. Harry Larrimore was the cartoonist and Mildred Heinz was the Rotogravure, which was made up for every Saturday paper. Bill Gross was the Editorial Writer and Ilo Foster was in charge of the Morgue Library. The other office on the east side of the second floor was that of Arthur Rimmell, Manager Editor. A lot of my work came out of the news room at the front of the building where all of the reporters worked. It was my job to keep the paste pots full, make sure there was plenty of copy paper, and do any errands that the reporters would want done. We had two sports editors, area news editor, death reporter, city editor, and police reporter. All of the news went through this department and was sent out to the composing room through Mr. Martin.

In the composing room we had thirteen Linotypes with two proof readers. From the composing room everything went to the stereotype department where they made large plates from the set copy.

I also found work in the auditing and advertising departments. The secretary gave me the job of taking deposits to the bank every day at about 9:00. They had been using women for this but felt that wasn't very wise for security so I was given the job. I would change my time of departure and route every day so as not to be followed. A number of employees were having Christmas Club money taken out of their checks, so I had to take the coupons out of their books along with the deposit check which had been made out by the secretary.

When Carl Schrader, the telegraph editor, found that I was making the trip to the bank he began sending bills for me to pay downtown, such as lights and telephone. Again, I got a candy bar every day.

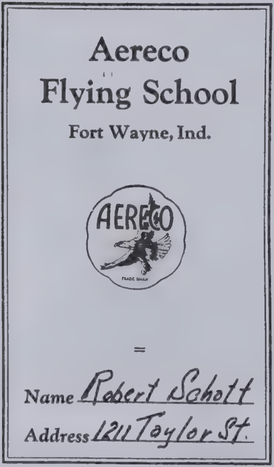
Every six months a man would come in and take the typewriters from the editorial department, one by one, and blow them clean and oil them. I watched what he did and became first vice president in charge of cleaning typewriters.

Robert Schott, of the News-Sentinel circulation department, consults with Mr. & Mrs. Lawrence Vetter and their son, Jack, recently added to The News-Sentinel Carrier Salesman organization.

Members of the LaOtto High School "Torch" staff inspect a "plate" in the News-Sentinel Press Room on a tour conducted by Robert Schott of the circulation department. (5/1/36)

When salesmen would come in and hold courses for the carriers, I was instructed to watch what they did and how they did it so I could become the teacher for new carriers. When the circulation department put on a new carrier/salesman I would go to the home and sit down with the parents and go over the duties of the carrier/salesman. I also became the "tour guide" for groups of school students or others who would come to see how a newspaper office operated.

Being the new kid on the block I was often on the receiving end of teasing and practical jokes. The boys in the press room got a kick out of sending me for "equipment" when the presses would break down. They would send me over to the Journal Gazette to get a "paper splicer" or some other silly tool. The group at the Journal Gazette would go along with the joke by loading me up with something to take back. Once I was sent to the post office to get "bag stretchers." Only after I arrived did I realize that there was no such thing.



Aereco
Flying School
Fort Wayne, Ind.

AERECO
TRADE MARK

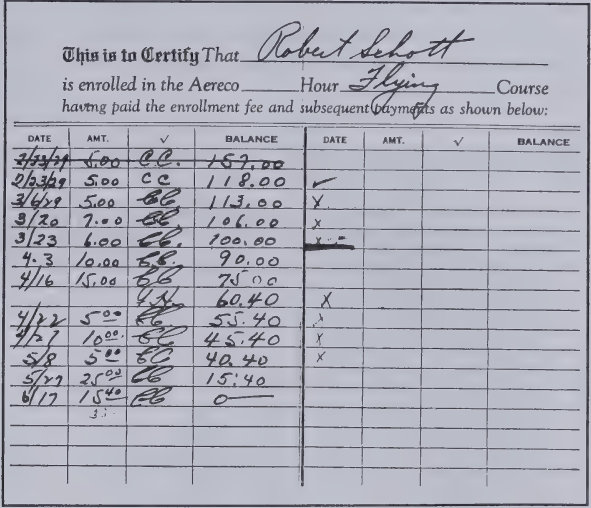
Name Robert Schott
Address 1211 Taylor St.

I enrolled at the "Aereco Flying School" in Ft. Wayne and took my first flying lesson on February 23, 1929 with C. F. Cornish. I also began writing stories about aviation called "Short Hops Over the Sky Trails." I wrote three small stories each day that could be inserted by the composing room editor wherever space was available. The column went over very well and soon we were running it six times a week, making this the first daily aviation feature of any newspaper in the country. I was then asked to compose a weekly feature for Saturday which I called "The Open Hangar." Within a few months they gave me the entire back page on Saturday and I became the Aviation Editor for the newspaper. This additional space allowed me to run photographs and news releases from factories and airlines. Of course, I was still just the "Copy Boy" and was not paid any extra, but I was tickled to death to be given that much space for aviation news.

My work as Copy Boy took me each day to the office of Oscar Foellinger, the owner and president of The News-Sentinel. I would pick up the editorials from the composing room around 9:00 in the morning (they were printed the night before) and deliver them to Mr. Foellinger to read and make comments or changes. He knew that I was taking flying lessons and told me one morning that he would like to watch me fly. I told him I needed about two more hours of flight time before I would have my private pilot's license and could carry passengers. He said he just wanted to see me fly. So a

**ART HEINE & BOB SCHOTT**
**Curtis JN-4 with OX5 Engine**
**Taken at old Baer Field about 1926**

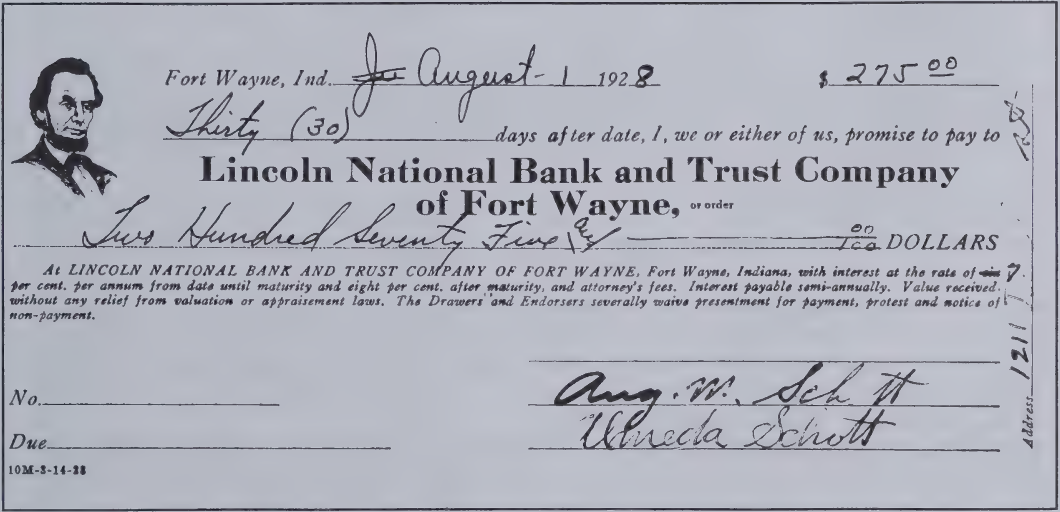
ROBERT SCHOTT
**Ready to Fly!**



**This is to Certify** That Robert Schott
is enrolled in the Aereco ______ Hour Flying ______ Course
*having paid the enrollment fee and subsequent payments as shown below:*

| DATE | AMT. | ✓ | BALANCE | DATE | AMT. | ✓ | BALANCE |
|---|---|---|---|---|---|---|---|
| ~~2/23/29~~ | ~~5.00~~ | ~~C.C.~~ | ~~157.00~~ | | | | |
| 2/23/29 | 5.00 | CC | 118.00 | ✓ | | | |
| 3/6/29 | 5.00 | CC | 113.00 | X | | | |
| 3/20 | 7.00 | CC | 106.00 | X | | | |
| 3/23 | 6.00 | CC. | 100.00 | X | | | |
| 4.3 | 10.00 | CC. | 90.00 | | | | |
| 4/16 | 15.00 | CC | 75.00 | | | | |
| | | 4.4 | 60.40 | X | | | |
| 4/22 | 5.00 | CC | 55.40 | X | | | |
| 4/27 | 10.00 | CC | 45.40 | X | | | |
| 5/8 | 5.00 | CC | 40.40 | X | | | |
| 5/27 | 25.00 | CC | 15.40 | | | | |
| 6/17 | 15.40 | CC | 0— | | | | |
| | 3 | | | | | | |

LOG BOOK
SHOWING DATES OF FLYING LESSONS



*Fort Wayne, Ind.* ~~Ju~~ August-1 *192*8 $ 275.00

Thirty (30) *days after date, I, we or either of us, promise to pay to*

**Lincoln National Bank and Trust Company of Fort Wayne,** or order

Two Hundred Seventy Five 00/100 *DOLLARS*

*At LINCOLN NATIONAL BANK AND TRUST COMPANY OF FORT WAYNE, Fort Wayne, Indiana, with interest at the rate of* ~~*six*~~ 7 *per cent. per annum from date until maturity and eight per cent. after maturity, and attorney's fees. Interest payable semi-annually. Value received without any relief from valuation or appraisement laws. The Drawers and Endorsers severally waive presentment for payment, protest and notice of non-payment.*

*No.*______

*Due*______

10M-3-14-28

Aug. W. Schott
Ulmeda Schott

*Address* 1211

COPY OF NOTE SIGNED BY PARENTS OF ROBERT SCHOTT
TO PAY FOR FIRST FLYING LESSONS — 8/1/28

few days later we took off for the airport about 4:00 in the afternoon in his white, sporty Packard with red interior and no top. He watched me fly for about twenty minutes.

The following morning he asked what I thought about The News-Sentinel purchasing its own airplane. Of course it sounded like a good idea to me and I told him that I could have my commercial pilot's license with about 40 more hours of flight time. He asked me to look around for a good airplane that the company could use. He also said that The News-Sentinel would buy my flying time and take it out of my salary. This sounded like a wonderful opportunity to me and I couldn't wait to share the news with my flight instructor. I also thought he could help me in my search for the right airplane to purchase. That evening after work I drove out to the airport and told my instructor what Mr. Foellinger had in mind. The next morning, who do you think was waiting at the office to see Mr. Foellinger when I came to work? My instructor was in the air reserve and evidently had his eye on the job as pilot for The News-Sentinel. Being "the kid" just starting up, and lacking the air time necessary for being a commercial pilot, that was the last I heard about the airplane or my involvement in the project from either person.

About six months later The News-Sentinel bought a Ryan Brougham plane, which was like Lindbergh flew, although this was a newer and better model. It had 300HP and could carry six people. "The Yankee Clipper" was used extensively for the promotion of aviation in the community, and this was a great thrill for me, but I was disappointed that I was never given the opportunity to fly the plane. (The end of the Yankee Clipper's service to the News-Sentinel came several years later when, on a trip west, the pilot flipped it on its back during a landing. After being repaired, it was purchased by Roger Mensing for $1,000.)

I did have the privilege of arranging for Oscar Foellinger to have his first airplane ride. It was in a Curtiss Oriole-type plane *(note the round shaped fuselage in the photo on next page)*, and I was there to see that everything went alright.

After this, I was able to suggest many things having to do with aviation and was given a very open door to promote aviation through The News-Sentinel by Mr. Foellinger.

## 19-YEAR OLD AVIATION EDITOR HAS PRIVATE LICENSE

(December, 1930)

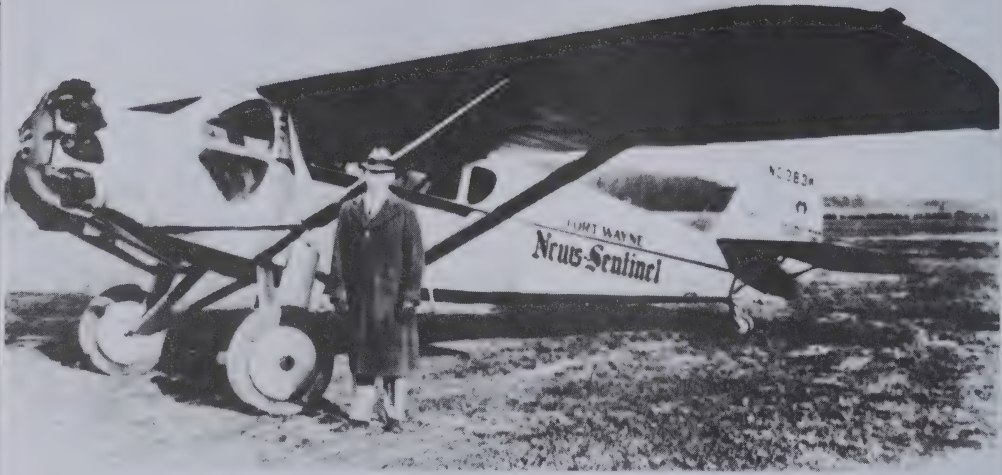
A rival of Allan D. Miller, 23 year old flying office boy of Dallas, is found in the person of Robert Schott, 19 years old, who, in addition to holding a private license, is also aviation editor of the News-Sentinel here.

Schott received his license in August, and now with 25 solo hours to his credit, is working towards a limited commercial license, which he expects to receive by next spring.

Schott began taking flying instruction when only 16 years old. He had $8 in the bank and a paper route October 15, 1927. On October 16, 1927 he still had the paper route but only $3 in the bank. The $5 had been spent in acquiring the first lesson in flying. Since that time, Schott has had over 43 hours in the air, which includes solo and advance training.

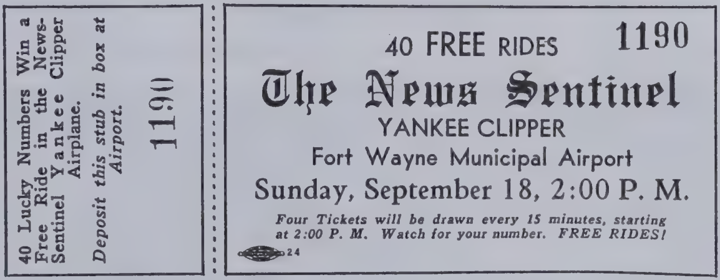
Since the expenditure of the initial $5, Schott has paid for the remainder of his training from money earned at the newspaper.

OSCAR FOELLINGER,
Owner & President of The News-Sentinel,
TAKING HIS FIRST PLANE RIDE
(Robert Schott standing at left)


FORT WAYNE
News-Sentinel

**"THE YANKEE CLIPPER"**

Pride and Joy of The News-Sentinel
Used Extensively for the Promotion of Aviation in the Community



40 Lucky Numbers Win a Free Ride in the News-Sentinel Yankee Clipper Airplane.

*Deposit this stub in box at Airport.*

1190

40 FREE RIDES 1190

The News Sentinel

YANKEE CLIPPER

Fort Wayne Municipal Airport

Sunday, September 18, 2:00 P. M.

*Four Tickets will be drawn every 15 minutes, starting at 2:00 P. M. Watch for your number. FREE RIDES!*

24

The News-Sentinel's "Yankee Clipper" traveled to neighboring communities each Saturday, where tickets were given to everyone who came to watch. Four tickets were drawn every 15 minutes and a total of forty people were given rides in the airplane that day.

## "Citizens of Wabash and Community Await Coming of "Yankee Clipper"

Citizens of Wabash County and surrounding territory are looking forward with great interest to the coming of the News-Sentinel's monoplane, the "Yankee Clipper," sister ship of Lindbergh's "Spirit of St. Louis," Saturday afternoon.

Forty free rides will be given with Capt. Clarence Cornish, who is generally recognized as one of the best pilots in the Middle West, at the controls. He will be assisted by his pupil, Robert Schott, aviation editor of the News-Sentinel.

The monoplane will land and take off from the Rettig Airport. The first flight is scheduled for 2 o'clock, Saturday afternoon, and succeeding flights will be made until 40 persons have been taken for a ride over Wabash and surrounding country. Four passengers will be taken on each trip.

Article Announcing the Visit of "The Yankee Clipper" in Wabash
July 7, 1932 issue of The News-Sentinel

## The News-Sentinel

### Promotion of Aviation

Daily Feature........................................................ "Short Hops Over the Sky Trails"

Weekly Feature (sometimes it ran full page).................................. "The Open Hangar"

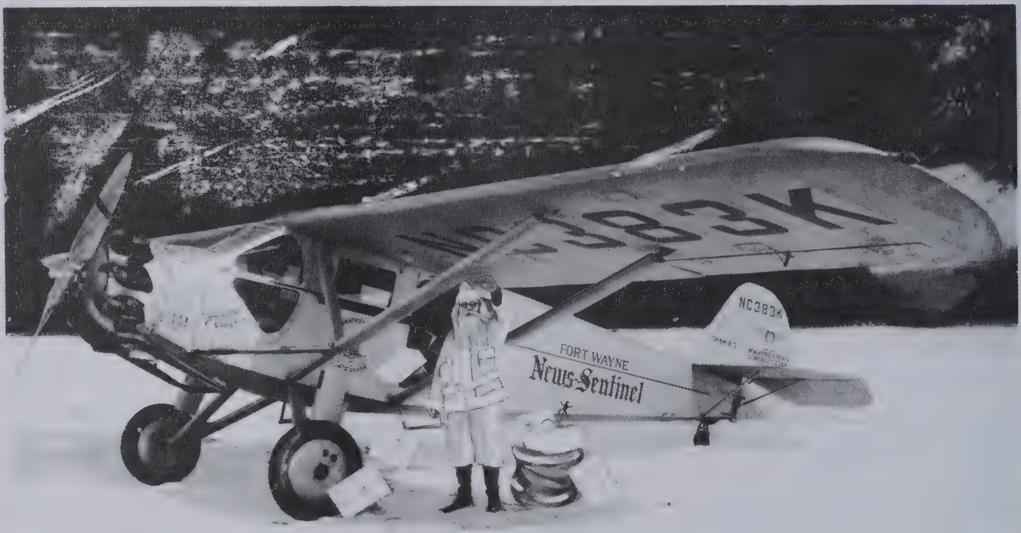
Weekly Feature for the Youth ........................................ "News-Sentinel Air Cadets"

Purchased a Six-Place Ryan Brohm Plane ................................."The Yankee Clipper"

Purchased "Detroit Gull" Glider .........................Trained 65 Students as "Sky Hawks"

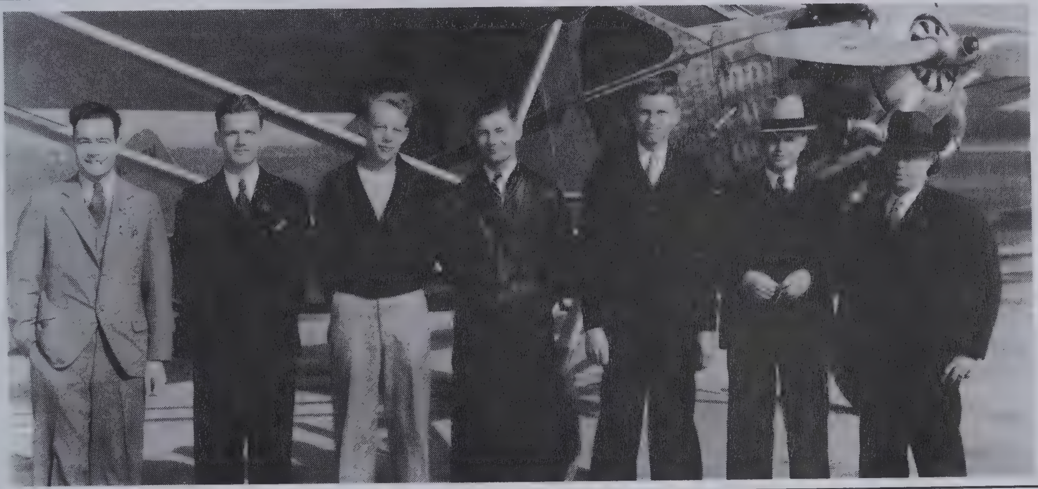
Sponsored Annual Model Plane Contest
.........................................Took the five top winners to Chicago to National Contest

Weekly Feature on WOWO-WGL Radio, (seven years)..........................."Plane Talk"
(Bob Schott, Aviation Editor, conducted the broadcasts)



PROMOTIONAL PHOTO OF
"SANTA" ARRIVING IN THE "YANKEE CLIPPER"

To further promote interest in aviation in the community, especially among the young people, The News-Sentinel sponsored a contest among all the newspaper carriers each year, and the winners were taken on a trip in "The Yankee Clipper."



## GROUP VISITS DAYTON FIELD

### Four News-Sentinel Newsboys Spend Day at Army Airport

(Article in News-Sentinel - 5/6/32)

Four high-point carriers of the News-Sentinel went places and did things Thursday when they made a flight to Dayton, Ohio in The News-Sentinel plane, "Yankee Clipper" and landed at Wright Field, which is operated by the U.S. Army Air Corps. The high-point boys are: Willard Lenz, Carl E. Doherty, John Littlejohn and Warden Lassen. They were accompanied on the flight by Robert Schott, aviation editor of the News-Sentinel.

The plane took off from the Paul Baer Municipal Airport here at 10:10 a.m. and landed at Dayton just one hour later. The carriers were then taken about the field and shown the various planes and experimental departments by a guide. Approximately fifty airplanes were stationed there with each plane being of a different design, as Wright Field is the world's largest experimental airport.

The party was at the field until 4 o'clock in the afternoon, at which time the plane took off for the Waco Airplane Factory in Troy, Ohio where an additional treat was given the boys when they were given a tour of the factory, seeing how the various parts of the planes are made and assembled.

### Fire is Sighted

On the flight from Troy to Ft. Wayne the carriers were given another interesting experience when a burning barn was sighted by the pilot, who flew to the scene and circled the barn which was in flames beyond control of the farmers who were standing helpless with buckets. The barn was located just south of St. Mary's Lake.

Five other planes made the flight, as well as a number of students and airport employees who drove to Dayton to join the party. There were approximately thirty persons from Ft. Wayne in the party at Dayton.

# "SHORT HOPS OVER THE SKY TRAILS" & "OPEN HANGAR"

*Of course I did not save copies of all the articles I wrote in my aviation columns, but my scrapbook does contain several pages of clippings, and I will include some of the headlines here, as a sampling of what was big news in the world of aviation in those early years.*

## Great Growth In Aviation Shown Here During 1930

### More than Ten Thousand Passengers Carried and More than Three Thousand Miles Flown by Pilots at Ft. Wayne Airports during the Year.

### First Air Fatality in County Occurred.

(1/17/31)

Ft. Wayne, during the year 1930, experienced its greatest year in aviation. During the 12 months more than 10,309 passengers were carried and more than 3,005 hours were flown by local pilots. The pilots of the Guy Means Airport carried 6,614 passengers and flew 1,183 hours and 45 minutes. The Aereco Flying Service alone flew 1,136 hours and 25 minutes and carried 5,896 passengers, operating from the Guy Means Airport. The "Yankee Clipper," which is owned by the News-Sentinel, flew 235 hours and 15 minutes and carried 1,529 passengers. Pilots of the Paul Baer Municipal Airport flew approximately 1,182 hours and carried approximately 3,700 passengers. Twenty planes and two gliders operate from the two local airports. The city now has 71 pilots, of whom 12 are Transport, 5 are Limited Commercial, 13 Private and 41 Student.

During the year one fatal accident occurred. The accident happened after dark just east of the city limits. The passenger who was killed was Dale Barnhart of Ligonier. The pilot of the plane survived and stated that the accident was uncalled for and that they should not have been flying after dark as neither had experience in night flying. The pilot had his license revoked for 90 days because of the accident.

## DEUTER BUYS PLANE

Pilot Harry Deuter, of the Deuter Garage, will accept delivery of a Red-Arrow Simplex mid-wing monoplane powered with a Warner 110 horsepower engine at the Paul Baer Municipal Airport during the early part of next week. The plane is a two-place side-by-side, open cockpit monoplane and has a top speed of 125 MPH and a landing speed of 45 MPH.

Pilots and the various flying services of the airports here are making arrangements for special flights to Detroit during the National Aircraft Show which will be held from April 2 to 10, 1931. Special rates have been set for parties wishing to make the round-trip to Detroit during the show.

## CROWDS SEE AUTOGIRO AT CITY'S AIRPORTS

### Visit of Capt. Yancy, Aerial Program Attracts Thousands Sunday

### PARACHUTE JUMPS MADE

(8/24/31)

Many thousands of Ft. Wayne's citizens were fairly well convinced Sunday that in the autogiro *(today's helicopter)* lies the solution of flying for the average man in the future. Captain Lewis A. Yancey, who flew across the Atlantic Ocean to Rome in 1929 and who was the first transatlantic flier ever to visit Ft. Wayne, flew here Sunday in the autogiro owned by the Champion Spark Plug Company and displayed the craft's safety and flying features while making many flights over this city's airports.

Capt. Yancey gave short plane rides to guests at the Paul Baer Municipal Airport and also the Guy Means Airport, finally winding up with an exhibition descent match with Gene Rock, parachute jumper of this city. Rock leaped from a plane piloted by O.B. McVey at a height of 2,000 feet and at the same time Capt. Yancey cut the motor of the "windmill" type plane. Rock landed first but officials declared the descent speed of the two was about the same.

### Old Plane Nearly Causes Crash

Despite an unusual amount of flying, the day went off without accident at either field with the exception of a near crash by a blundering, unlicensed cross-country pilot who flew his old, unlicensed biplane into the Guy Means Field, floated across three planes which were just taking off, and then ground-looped to avoid crashing into a long line of parked cars at the north end of the field. His plane was undamaged and he shortly took off for Columbus, to where he was flying from Chicago.

7/2/31—There's no accounting for taste. The harp idea about heaven doesn't appeal much to the tone-deaf; and our aviation editor confesses that even if he had the wings of an angel he would be more or less depressed if there were many celestial regulations against stunting.

## "AIRPOCKETS"

("The Open Hangar" - 5/16/31)

People generally are interested in the so-called "airpockets" and "holes in the air" which do not exist. The idea got into the public mind at the time of the first airplane meet held at San Dominguez Flying Field, one of the first flying fields in the United States, located just outside the city of Los Angeles, California.

Charley Willard was flying his Curtiss plane over the far side of the field when the plane began to rise and fall in a terrifying manner and the spectators thought something was wrong with the plane. When Charlie landed they all rushed up to him and excitedly asked, "What's the matter Charlie, is she broke?" Willard smiled and said, "No, the air is full of holes, just like Swiss cheese." It wasn't long after that the whole world knew that the air in California was full of holes.

Since that time it has been found that these "airpockets" are caused by the rising and descending currents of hot and cold air. A plane flying over a hot railroad bed will tend to rise because of the rising hot air; the same plane would tend to drop a few feet when passing over a wooded area, as that would tend to be cooler. These rises and drops are only for a few feet and are not at all dangerous. These "bumps" are noticed more at the lower altitudes and at slower speeds. New planes are being designed to be able to fly at higher altitudes where greater speeds can be reached because the air resistance is much less. The highest altitude every recorded by man is 43,000 feet.

## VISITORS AT THE MUNICIPAL AIRPORT

(5/16/31)

Pilot **D. Sullivan**, flying a Challenger from Cleveland to Minneapolis.

Pilot **Walter T. Sona**, flying a Waco F from S. Whitley to Detroit.

Pilot **B.W. Abraham** flying a Monosport from Lima, Ohio to Davenport, Iowa.

## AVIATION FILMS SHOWN

(11/4/31)

Newton Caldwell, district representative for the Transcontinental Western Airlines (TWA), exhibited several reels of moving pictures at the regular meeting of the Wayne Foremen's Club held Tuesday night. These pictures depicted air travel on a large transcontinental passenger plane enroute from New York City to Los Angeles.

Two reels of pictures were shown, which had been furnished by the Irvan Air Chute Company of Buffalo, NY in which many thrilling drops were shown from dirigibles and swiftly moving planes. At one time there were ten chutes in the air all having dropped from the same plane within ten seconds.

There was also a demonstration of the construction, folding and unfolding of a standard chute in use by most of the present day aviators.

## GUESTS ARE INVITED TO RIDE IN BEECH-NUT GUM AUTOGIRO

(9/26/31)

Invitations have been extended to a number of city and county officials and others to ride in the Beech-Nut Gum Autogiro, which will arrive here Sunday afternoon for a week's stay at the Paul Baer Municipal Airport. Pilot Frank Faulkner, who is flying the "windmill" plane, will make a number of cross-country flights with the craft during his stay here, visiting cities around Ft. Wayne within a radius of about 60 miles.

The Chamber of Commerce is cooperating in sponsoring the extended stay of the giro here, which is the second of its kind to come here.

## FLYING WITH THE LOCAL PILOTS

(7/9/32)

**Louis Niezer** made flights to Ann Arbor and Detroit, Michigan and Lakes James, Rome City and Wawasee in a Challenger powered Curtiss Robin monoplane.

**Ensign William Hall** made flights to Indianapolis in a Curtiss Robin and a Travel Air monoplane.

**Robert Schott** made a flight to Chattanooga, Ohio in a Challenger powered Curtiss Robin monoplane.

**Harold Greenwood** made flights to Angola and Auburn in a Stinson monoplane.

**Lloyd Pierce** made a flight to Oliver Lake in his Waco biplane.

**Roger Mensing** made a flight to Ligonier in his Travel Air biplane.

# SHORT HOPS OVER THE SKY TRAILS

(News-Sentinel - 10/24/31)

Capt. Robert R. Bartel, manager of the Paul Baer Municipal Airport stated that approximately 70,000 visitors visited the municipal airport during the month of September.

It's safer to fly in Wisconsin than it is to drive a horse. In the first eight months of 1931, sixteen deaths were caused by horses in that state as compared with six in airplane accidents. These figures were announced by the state bureau of vital statistics.

Throughout the world there are hundreds of women who are licensed pilots, and in some countries they have volunteered for service in any emergency, operating airplane ambulances, flying messenger planes and acting as relief pilots in air transport.

## AIR CIRCUS IS BIG SUCCESS

Harold Greenwood, president of the Wayne Flying Service and sponsor of an air circus held at Lisbon last Sunday, stated that all the planes taking part in the circus were kept busy throughout the afternoon. According to Greenwood it was the pilots' biggest day of the year.

# MODEL AIRPLANES ON DISPLAY

Many of the model airplanes which took part in the second outdoor model airplane contest at the Paul Baer Municipal Airport are on display in the windows of the Ft. Wayne Motor Club on Clinton Street. The planes were placed there by the Ft. Wayne Model Airplane League, of which E.K. Ackerman of the Y.M.C.A. is the head.

## HOBROCK BUILDING TOYS

Paul H. Hobrock is now building toy autogiros at his airplane repair shop at 634 Broadway. Hobrock designed and received a patent for the toy of which he has more than 200 on the assembly line at present. According to Hobrock, the toys will be on display and offered for sale at the stores here within the next two weeks. The toy autogiros will be sold throughout the United States.

The toy giro has a wing span of one foot and is the same length, while the rotor blades are 14 inches from tip to tip. The toys have been so constructed that when pulled along on the floor the rotor blades rotate. Several models will be placed on display at the Toy Show which will be held at the Grand Central Palace, New York City, the week of May 10, 1932.

## AVIATION QUERIES & ANSWERS

*Questions pertaining to aviation are answered in this column by the Aviation Editor, who has had four years of flying experience.*

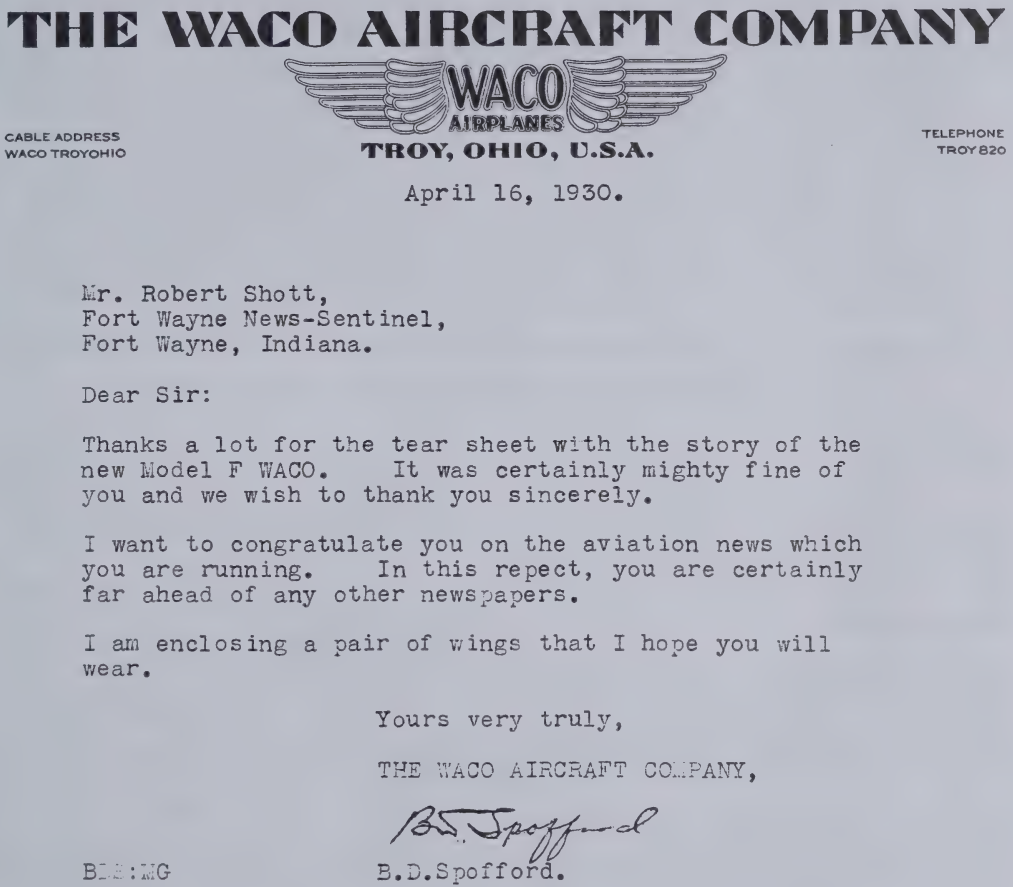
Q. How far apart are the engines spaced on the U.S. Akron and what is its rate of climb?

A. Engines are spaced 74 feet apart; rate of climb is approx. 1,200 feet per minute.

Q. How many airplanes were built by the Stinson Aircraft Corporation during 1930? What airplane company constructed the most airplanes during the year 1930?

A. Stinson built 232; Waco built 268.

**CHARLES B. McCABE**, manager of the Central Div. for the United Press, has been a frequent user of Transcontinental & Western Air (TWA).



**THE WACO AIRCRAFT COMPANY**

WACO
AIRPLANES

CABLE ADDRESS
WACO TROYOHIO

TROY, OHIO, U.S.A.

TELEPHONE
TROY 820

April 16, 1930.

Mr. Robert Shott,
Fort Wayne News-Sentinel,
Fort Wayne, Indiana.

Dear Sir:

Thanks a lot for the tear sheet with the story of the new Model F WACO. It was certainly mighty fine of you and we wish to thank you sincerely.

I want to congratulate you on the aviation news which you are running. In this repect, you are certainly far ahead of any other newspapers.

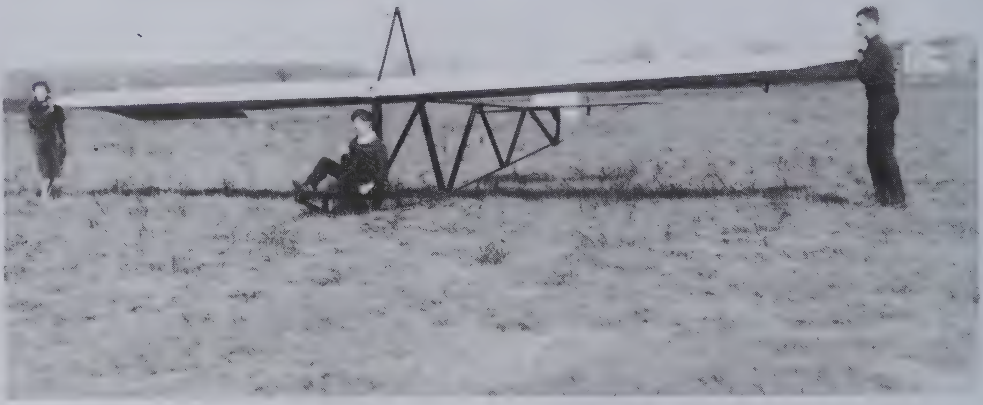
I am enclosing a pair of wings that I hope you will wear.

Yours very truly,

THE WACO AIRCRAFT COMPANY,

BD Spofford

BDS:MG B.D.Spofford.



GLIDER BEING PREPARED FOR TAKE-OFF

Aviation was talking about gliders. One morning I asked Mr. Foellinger what he thought about the newspaper buying a glider and I would teach gliding to anyone who was interested. He was agreeable to the idea, so I looked around and found a company in Detroit that was making "Detroit Gull" gliders. I contacted them and within a month we had a glider.

We advertised in the newspaper that a glider club was forming and many young people joined the "Sky Hawks Glider Club." Two clubs were formed, meeting on Mondays and Tuesdays, and they stayed active for over two years.

We used a 100 foot shock cord that would send the glider up a few feet in the air and then gently float down to the ground. Frankly, there was not much "gliding" with only a 100 foot cord, but I was not going to move up to an auto tow with a group of young kids.

One Sunday morning I came very near to getting myself killed. George Alford, who worked with me at the newspaper, also liked flying. That morning we put a 400 foot tow line on a car and started across the airport. Since it was just the two of us, George did the driving while I tried to hold the wing off the ground and work myself onto the seat at the center of the glider. We finally got it into the air but as I saw the end of the runway coming up I knew I would have to pull the release lever before I could get the seat belt fastened.

I pulled the release lever—and nothing happened. Something was going to have to give. I was four hundred feet in the air, connected to the ground by a tow line, with no seat belt on. The only thing I could think of was that I would have to bank in a tight circle and try to land, but I knew it would be a nearly impossible maneuver. I jerked the release several more times and, with a little more prayer, it finally came loose. I have always been a believer in God but He was very real to me that day!

The first thing I did on Monday morning was tell Mr. Foellinger my story and suggest that we get rid of the glider before the newspaper would be liable for some injury caused to one of the young people, or to one of the older people for that matter!

Earl Johnson at Purdue University had been after me to give them the glider, thus the "Purdue Glider Club" was given a glider by The News-Sentinel and both parties were grateful.

## GLIDER PUPILS ORGANIZE

### Emanuel Stauffer is Head of Sky Hawks Club

(7/8/30 Newspaper Article)

Members of the Monday evening glider club being conducted at the Guy S. Means Airport by The News-Sentinel, with Robert Schott in charge, met Monday evening and chose the name "Sky Hawks" for their organization. Officers were chosen as follows: Emanuel Stauffer, 4117 Arlington Avenue, president; Herbert G. Meyers, 2636 Fox Avenue, vice-president; Ned Greaf, 2616 West Drive, secretary-treasurer.

Other members of the Sky Hawks are: Paul F. Jacobs, Don Tagmeyer, Albert Schroeder, James F. Stevens, John Reynolds, Kenneth Bradley, James W. Bryan, Raymond Bowman, Russell H. Solomon, Russell H. Johnson, Ned Brown, Willard Brown, Joe Williams, Paul Honeck, Ralph Cox, W.J. Hopper and Lawrence Duke. Members of the Tuesday evening club will meet this evening at the airport to choose a name and elect officers.

## GLIDER CLUB TO OPEN

### "Sky Hawks" to Resume Operations Monday, May 11

(5/2/31 Newspaper Article)

The "Sky Hawk" Glider Club will resume operations Monday evening May 11, according to the officers of the club, who held a meeting Thursday night. A special meeting will be held Friday night at 7 o'clock in the big hangar at the Guy Means airport. At this meeting plans will be drawn up for the 1931 operations and other subjects discussed. The glider club will meet every night for instructions except Sunday and will hold its business meetings on Friday night of each week. Cards will be mailed to the members during the early part of next week announcing the opening of the club and informing them of the meeting Friday night.

Robert Schott of the News-Sentinel will again advise and instruct the students this year. He holds a pilot's license and is also a capable glider pilot. Ned Greaf, who is secretary of the glider club, will assist in instructing the students this year.

## GLIDER PILOT IS INJURED

### Everett Danner Slightly Hurt When Wing Crumples in Air

(9/21/31)

Everett Danner, aged 18, son of Mr. & Mrs. Hiram H. Danner, was slightly hurt at the Municipal Airport Sunday afternoon in a 100 foot fall following collapse of the right wing of his homemade glider. Danner was piloting a glider constructed by himself and Ned Graef and was to compete in a Glider Day observance. Due to heavy winds, Robert Schott, News-Sentinel aviation editor in charge of the program, called off the competitive event. The boys' homemade craft and the "Lindiana," a glider owned by the Sky Hawks Club, were then used for demonstration flights.

Danner suffered a cut lip, loss of a number of teeth and a fractured finger. The glider was being towed along the north end of the field by a truck. A high wind, combined with the pulling power of the truck, tightened the pull on the tow rope so that Danner could not work the rope release. He dived his craft to loosen the tension and as he did the wind caught his right wing, crumpling it. The craft then went into a barrel roll, the strain causing the other wing to collapse. The craft went into a spin, landing right side up, probably one reason why Danner's injuries were not more severe. The young pilot was taken to St. Joseph's Hospital by Capt. Robert Bartel, airport manager, in the field ambulance. The young man is considered a very capable glider pilot and is instructor of the junior division in the Sky Hawks Club.

Students NEWS-SENTINEL GLIDER CLUB - BOB SCHOTT Instructor

# The News-Sentinel

*Fort Wayne, Indiana*

| | | | |
|---|---|---|---|
| Paul F. Jacobs | M | John Littlejohn | T |
| Albert Schroeder | M | Jacob J. Knee | T |
| Don Tagmeyer | M | Jack Uebelhoer | T |
| James F. Stevens | M | A.H. Baker | - |
| Charles Bene | - | Walter Hillig | T |
| Elwood Jackson | T | Raymond Bowman | M ʌ |
| John Reynolds | M | Burton Homsher | - T |
| Kenneth Bradley | M | Carl Koch | - |
| Paul W. Gresley | - | Ray Cohen | M<br>- |
| I.I. Stauffer | M | Jack Weil | - |
| Thomas Ember | * | Russell H. Johnson | M |
| Ray Cripe | - | Ned Brown | M |
| Ned Greaf | M | Joe Williams | M |
| Carl Marten | T | Dale Fisher | - |
| Homer De Journatt | - | Carl Gollmer | M<br>- |
| Herbert G. Meyers | M | John Faurett Jr. | - |
| Robert E. Bangert | * | Joe Trainor | T |
| Paul Freeman | - | John C. Bentley | - |
| Karl Miller | - | Robert McDonnold | - |
| Leo L. Allmendinger | T | Kenneth Bennigen | - |
| Max Callison | - | P.A. Lucas | T |
| James W. Bryan | M | E.J. Saltsman | T |
| Harold L. Stults | - | Paul Honeck | M |
| Paul Fruechtenicht | - | Augustine Chaney | T |
| Dale Honeck | - | William Walde | T |
| Gordon Davidson | T | Kenneth Freiburger | - |

# *Named Air Cadet Commander*

BOB SCHOTT IN COCKPIT OF FLEET BI-PLANE

Bob Schott has been selected commander of the News-Sentinel Air Cadets and will be known as Chief of Staff to all corps members. Bob, who has been connected with the News-Sentinel for 13 years, received his pilot's license August 1, 1930. Since his early training, Bob has been actively engaged in the promotion of aviation.

When the Fort Wayne Aero Club was organized in October of 1933, Bob was named chairman and was elected president of the club in 1936. He directed air shows for the Aero Club in 1930 and 1940. He is also co-chairman of the Fourth District civilian aviation committee. Since beginning his flying in 1928, Bob has piled up many hours and at the present time owns his own airplane.

"The News-Sentinel Air Corps should prove one of the greatest moves made by a newspaper," Bob said. "Moreover, it should prove of inestimable value and certainly it could not have been inaugurated at a more opportune time."

"The whole world is air-conscious. The need for and the power of airplanes has been and is being demonstrated in the murderous war in progress in Europe."

The News-Sentinel Air Corps will get under way Saturday, October 5. The Air Cadets of America has been organized to stimulate interest in aviation among the youth of America and is open to all between the ages of 10 to 21.

(The following article appeared in "The Hamilton News" June 11, 1991. It was written by a former Air Cadet, Ed Beatty.)

# THE SPECTATOR PILOT

## "Well, is the Sky Blue?"

I don't know how much the Persian Gulf War excited today's young people or how much it changed their lives, even though they may not have been personally involved. But I can still remember how the start of World War II affected me and most of my friends.

Of course, there are many differences between the two, but the primary factor is that in WWII we were attacked and in Iraq we were going to bat on behalf of someone else AND the cause of freedom. Both of these situations are good reasons to develop a sudden sense of patriotism; how sad that it takes events such as these to stir that feeling.

One thing that seemed to be pretty common between the two conflicts was the news of the "Air War," and had "Desert Storm" lasted much longer it's hard to tell what we might have seen in the way of new aviation developments.

One thing I recall about "The Big War" was the fact that it seemed like everyone wanted to be a part of it—to belong to something—to have something to do which would help with the war effort.

There were all kinds of volunteer organizations such as the USO, the Red Cross, the Gray Ladies, Civil Defense, Civil Air Patrol, and many others which were tailored to all age groups.

Aviation news was positive and young people by the thousands were clamoring to learn to fly—either through private lessons, the government sponsored Civilian Pilot Training Program or in one of the military Cadet programs. Because it was an emergency, educational standards were lower than they are now and practically overnight thousands of kids, barely out of high school, were being taught to fly planes that were not much more than a dream only months before.

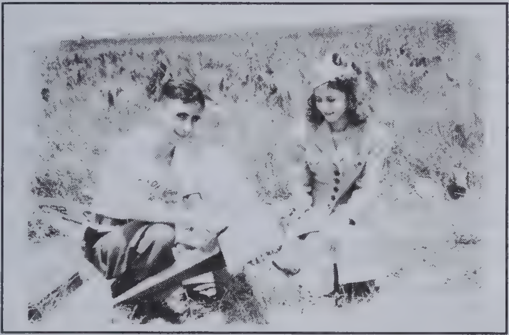
A lot of the larger city newspapers sponsored clubs for the younger kids to participate in, and most of them had aviation editors who knew the difference between a wing and a propeller, and in most cases, were pilots themselves! Frequently these editors were the spearhead behind these clubs, and they did a lot of good—and created a lot of enthusiasm.

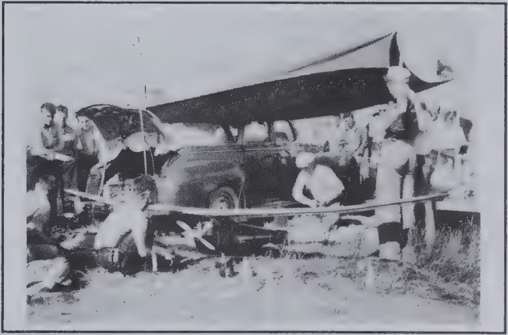
One such club was the "News-Sentinel Air Cadets" and the man behind it was the News-Sentinel Aviation Editor, Bob Schott. Bob wrote a daily column on aviation directed solely at the young people, which was informative, educational and exciting. At the bottom of each column was a coupon which you could fill out and mail in with a dime to get your "Cadet Wings." Did I do it? Well—is the sky blue? Not only did I do it but I enlisted every boy in the Riley School Junior High classes to do the same—and we started a club called "The First Riley Air Command." Pretty military, hhmmm?

That was the order of the day! Corny? By today's sophisticated standards, maybe! But we had a lot of fun and we, I think, learned a lot. We built models of all the current day planes—and we had contests to see who could build them the best, thereby giving the losers the incentive to try harder and learn more. We used local pilots for judges and bought prizes out of our treasury. This was part of our way of participating in the war effort—learning for the future!

Bob Schott never knew much about what we were doing, but he wrote about us in one of his columns. Bob was a young man then and destined for bigger and better things. A short time later he became manager of Paul Baer Municipal Airport—which is now Smith Field, and later on became associated with an aviation publishing company. Today, Bob is long retired, but still active in aviation. And also today, I am happy to say, we are friends and Fraternity Brothers—and we serve together on the board of directors for the Greater Fort Wayne Aviation Museum. Time seems to keep birds of a feather flocking together. How wonderful it is! I lost my "Cadet Wings" somewhere between the eighth grade and high school, and I often wondered what happened to them. Not long ago I was attending an antique show in quest of expanding my collection of wings, and suddenly, there they were, right there in a dealer's display. Did I buy 'em? Well—is the sky blue? And for a lot more than a dime, too!

MODEL PLANES became a big thing with the youth. We never organized a club, as such, but created activity with an annual "Aviation Day" held at Smith Field Airport. Model airplanes were demonstrated and judged, with the winners being taken to the National Contest. I was invited by National Headquarters into the national administration activity of the national organization.





GROUP HEADQUARTERS

## AVIATION DAY PROGRAM

Sunday - September 18, 1932
MUNICIPAL AIRPORT
Ft. Wayne, Indiana

-:-:-:-:-:-

| | |
|---|---|
| 2:00 p.m. | Model Airplane Demonstration<br>(Drawing of 10 Free Rides in Yankee Clipper) |
| 2:30 p.m. | Spot Landing Contest<br>(Drawing of 6 Free Rides in Yankee Clipper) |
| 3:00 p.m. | Army Maneuvers<br>(Drawing of 6 Free Rides in Yankee Clipper) |
| 3:30 p.m. | Glider Demonstration<br>(Drawing of 6 Free Rides in Yankee Clipper) |
| 4:00 p.m. | Bomb Dropping Contest<br>(Drawing of 6 Free Rides in Yankee Clipper) |
| 4:30 p.m. | Mystery Stunt Act by Ensign Hall<br>(Drawing of Final 6 Free Rides in Yankee Clipper) |
| 5:00 p.m. | Parachute Drop by Gene Rock |

GENE
ROCK

Stunt
Parachutist

# *MODEL GLIDER LOST DURING RECORD-BREAKING FLIGHT*

*(Clipping from "The News-Sentinel" dated July 13, 1932)*

"Boy, it sure looked swell and I would have the world's record today if the tiny craft would not have climbed to such a high altitude, where it disappeared," Art Linse, owner of a model glider, said when his tiny model stayed aloft 18 minutes and then was lost to the sight of the judges. The glider was entered in the outdoor model airplane contest held at the Paul Baer Municipal Airport Monday afternoon.

After being towed with thread and released at a height of 70 feet, the tiny craft began to climb and drift southward in a 10-mile-an-hour wind until it was lost over the Means Field, one mile south of the Municipal Airport.

According to Daniel Boone, air mail pilot between Fort Wayne and South Bend, who was a judge in the contest, the model glider had attained at least 2,000 feet when it became invisible. The tiny craft had a wing span of only four feet, according to Linse. It was the second model to be lost by Linse during the contest, he having lost a twin pusher model in the trees east of the airport just a few minutes before releasing the glider. Linse also lost a glider last year during a contest at the Municipal Airport.

## World Record 25 Minutes

Officials of the contest stated that they believed that the world record was 25 minutes and it was sure that Linse's model would not land for at least half an hour, after being lost, because of the altitude attained.

Anyone finding the glider is asked to notify the aviation editor of the News-Sentinel, who will inform Linse as to the whereabouts of his model. The officials of the contest are also desirous of learning just how far the tiny craft flew before it returned to earth.

The winners of the contest were as follows:
*Commercial Models:*
First—Garland Eickmeyer, one minute
Second—Wayne Smith, 47 seconds
Third—Art Linse, 40 seconds
*Glider:*
First—Art Linse, 18 minutes
Second—Ralph Meyers, one min. 51 sec.
Third—Garland Eickmeyer, one min. 41 sec.

The judges and timers for the contest were:
*Judges:*
Capt. Robert R. Bartel, Daniel Boone, E.K. Ackerman, and Howard Walters.
*Timers:*
Capt. C. F. Cornish, Ensign William Hall, and Robert Schott.

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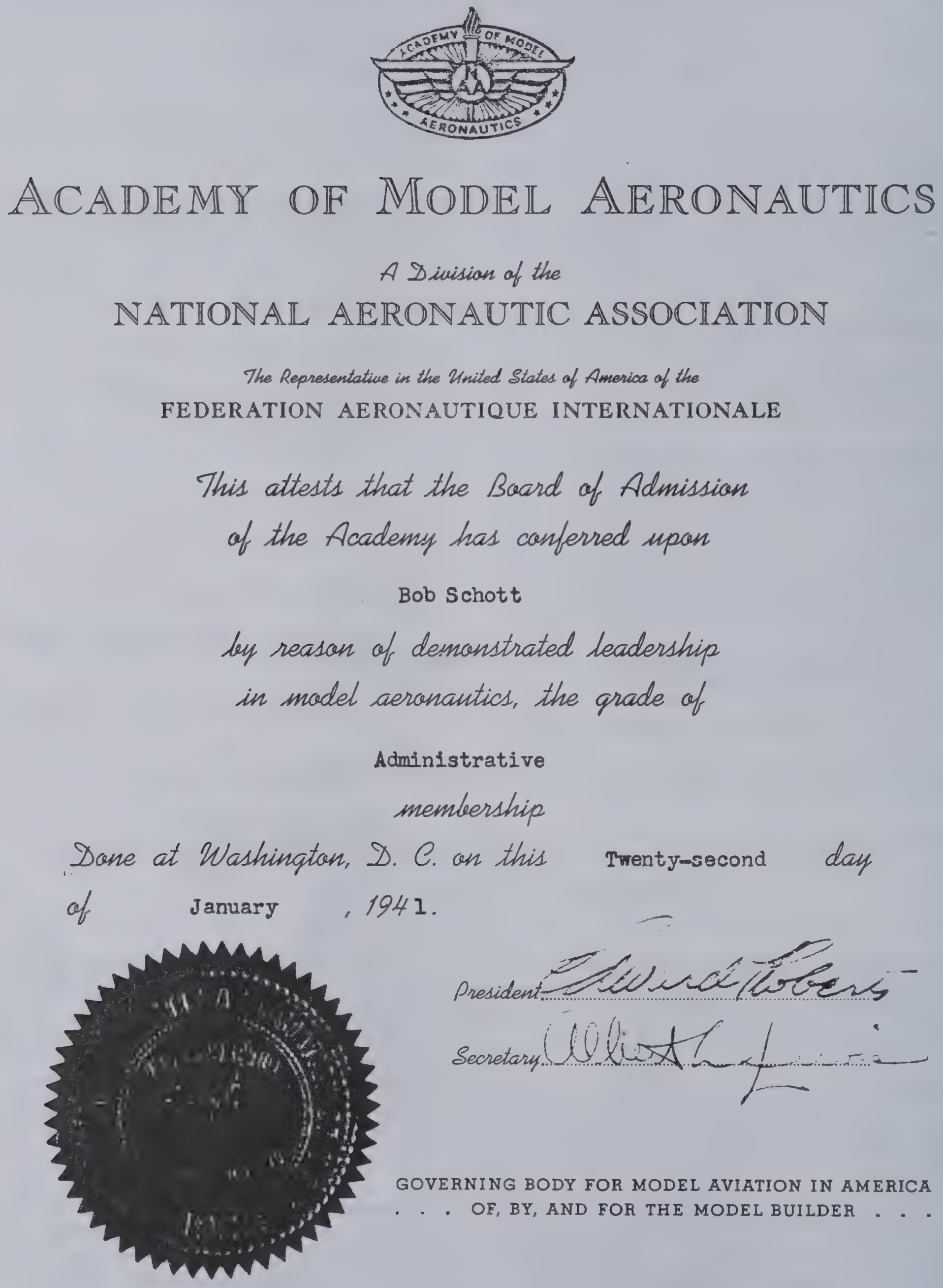
# *Glider Flying After 20 Minutes Wins the Transamerican Prize*

*(Clipping from "The Journal Gazette" July 9, 1932)*

When his model glider disappeared from sight after being timed for 20 minutes during the third annual outdoor model airplane contest of the Fort Wayne Model Airplane league, held Monday at the Paul Baer Municipal Airport, Art Linse annexed enough points to give him possession of the Transamerican Airplanes trophy. The glider, the third which the young builder has lost this season, flew on toward Fort Wayne and was finally lost to view.

In a previous meet, a glider entered by Linse was timed for 18 minutes, and was found the following day near Waynedale, a distance of about 10 miles from the airport. Linse won the first event of the trophy race yesterday when his twin-pusher model plane flew for two minutes and 57 seconds. Tom Laurie placed second with a flight of two minutes and 13 seconds, and Elmer Lankford was third with a flight of one minute and 31 seconds.

Linse will retain possession of the Transamerican Airplanes trophy until the next outdoor contest of the league. E.K. Ackerman, boys' work secretary of the Y.M.C.A. was in charge of yesterday's contest. Judges were Capt. Robert Bartel, the airport manager; Pilot Daniel Boone of Transamerican Airplanes; Howard Walters of the Y.M.C.A., and Mr. Ackerman. Timers were Capt. Clarence Cornish of the Aereco Flying Service; Robert Schott, aviation editor of the News-Sentinel, and Ensign William B. Hall, president of the Aereco Flying Service.



# ACADEMY OF MODEL AERONAUTICS

*A Division of the*

NATIONAL AERONAUTIC ASSOCIATION

*The Representative in the United States of America of the*

FEDERATION AERONAUTIQUE INTERNATIONALE

*This attests that the Board of Admission*
*of the Academy has conferred upon*

**Bob Schott**

*by reason of demonstrated leadership*
*in model aeronautics, the grade of*

**Administrative**

*membership*

*Done at Washington, D. C. on this* Twenty-second *day*
*of* January *, 194*1.

*President* Edward Roberts

*Secretary*

GOVERNING BODY FOR MODEL AVIATION IN AMERICA
. . . OF, BY, AND FOR THE MODEL BUILDER . . .

# MY FIRST AIRPLANE "THE CURTISS ROBIN"

In the early 1930's a man in Crossville, Tennessee was printing a monthly mailer with nothing but classified ads for airplanes that were for sale. I read where a Curtiss Robin was for sale in Peru, Indiana for $400.

George Alford, who worked with me in the circulation department at The News-Sentinel, also was interested in airplanes so we drove down to talk with John M. Ruzicka at his airport. The plane was stored in a hangar with its wings removed, but we could see that it was in top shape. George and I decided that each of us would pay $200. We made arrangements with Mr. Ruzicka that we would be back the next Saturday to finalize the purchase of the plane.

So it was that on November 11, 1938 I flew my Curtiss Robin NC8383 home from Peru, Indiana. It was on Armistice day, as I remember seeing the parade in Huntington as I flew over.

I enjoyed flying very much, although I must admit to once having my pilot's license revoked for ten days because I was seen "flying too low over the city of Ft. Wayne." The people on the ground didn't seem to mind—they just waved and seemed to enjoy seeing an airplane up close. (Maybe too close!)

*In the winter we "fly boys" would fly north and land on the ice and give the "ice boys" a plane ride in exchange for ice boat rides. It was a nice exchange.*

# DOUG CORRIGAN COMES TO FT. WAYNE

### (JULY, 1938)

Usually around nine o'clock in the morning I would stop back in the telegraph room and pull off any copy that had come in. I would then take it to the telegraph editor who would look it over and decide if there was any real news to send up to the front office.

One morning as I checked the machine, I read that Doug Corrigan was about to take off from Toledo, Ohio heading for Indianapolis, Indiana. I was still just a kid and hadn't learned a lot about protocol and going through channels, so I headed for the telephone and called the Toledo airport. I must have just caught Mr. Corrigan before he got into his airplane because they put him right on the telephone. I convinced him that Ft. Wayne would be right on his way to Indianapolis and he agreed to make a stopover. That meant that he would arrive in Ft. Wayne within an hour.

I quickly worked out a route that would take him down Calhoun to Jefferson, west to Harrison and back north to the airport. Then I called the radio station so they could start announcing that Doug Corrigan was stopping in Ft. Wayne and told them the route so the people could gather on those streets.

I made calls to the newspapers, the mayor's office, and the president of the aviation board. I also called the Auto Agency to get a car without a top for the parade.

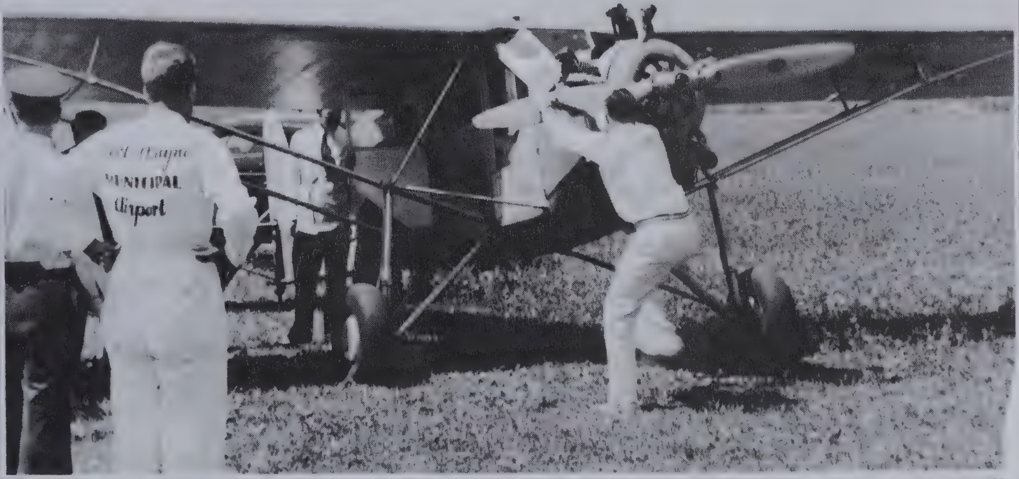
By the time he landed everything had fallen into place and it looked like we had been planning for his visit for several weeks. The radio station had done its part making the announcement several times during the hour, and the streets were lined with people as if the president of the United States was coming to town. I had talked with Bob Seivers at WOWO Radio, who I knew would be doing his "Man on the Street" interview program at noon on the corner of Harrison and Wayne Streets. Everything worked out perfectly and we arrived at the corner right at the time of his program so he could interview Doug Corrigan on the air.

There had been some sort of ceremony at the airport the day before so there was still a bandstand set up near the field. Doug got up on the stage and visited with the crowd for about twenty minutes. His "quick stopover" lasted over two hours, but I don't think he regretted it because he received a very enthusiastic welcome.

As he readied for take-off to Indianapolis, naturally he needed someone to give his prop a crank. As I had a Curtiss Robin like his, I gave it a few easy turns, called for "contact" and he was off.

DOUG CORRIGAN (center),
with Bob Schott (left)
and Mayor Harry Baals (right)

DOUG CORRIGAN AND HIS CURTIS ROBIN
(Robert Schott at left)


Ft Wayne
MUNICIPAL
Airport

ROBERT SCHOTT CRANKING CORRIGAN'S PROPELLER

# THE RADIO YEARS

Many people have asked me how I got into radio broadcasting, and also how I managed to do a weekly program for over six years. Like so many of the circumstances in my life, I seemed to be in the right place at the right time.

Having worked on the newspaper for sixteen years and also being airport manager put me in a position to be in contact with the radio stations quite a bit. I knew Bob Seivers and was also well acquainted with John Littlejohn. Most people probably do not know that Bob Seivers started announcing at age sixteen by broadcasting a taped church program each Sunday. He had a good voice for radio and I'm sure the station approached him with a job opportunity, instead of him having to ask for a job.

## SAMPLE RADIO PROGRAM

*"Tonight I have an interesting program with Mr. Irv Baldwin, manager of the aviation sales department at the S. F. Bowser Company. This company was the first in the aviation field to install underground fuel dispensing tanks in airports. Ft. Wayne's Smith Field was the first installation in the world. This eliminates the dangerous tanker truck operation and is much safer.*

*Mr. Baldwin flies all over the country in his Culver Cadet, two-seated low wing airplane."*

A week or two after Doug Corrigan visited Ft. Wayne, Bob Seivers called to ask if I could put on an aviation program once a week for fifteen minutes. He said I should write an outline for at least six programs to find out if I could fill up that much time. This was no problem, as news items came across the wires almost daily that I could use in my newspaper column on aviation, and also read it "on the air." They were happy with what I came up with and we became the first radio station in the country with a weekly aviation program. It was scheduled in prime time, right after the news.

Every Tuesday night at 6:15 Bob Seivers would announce the program, called "Plane Talk," by saying something like this:

*"What is new in the fast-moving field of aviation? Our aviation commentator is here to bring you up to date. Bob is aviation editor of The News-Sentinel and manager of Smith Field Airport."*

I usually started out by saying, *"Thank you, Bob. Ft. Wayne is only three hours from Denver."* (This was in the days of the famous Douglass DC3 and the flying time required to reach these major cities was much faster than the trains. I would change the times and cities each week.)

For the first two or three programs I wrote out a script of what I was going to say. But I did not feel comfortable with this format, as it came out like I was reading from a book and I just wanted to talk about what was going on in the field of aviation. So I started making notes and would ad lib from them, and that worked out fine. I could just rattle off one story after another.

I did not get paid for the time spent on the radio. I was just a kid that was happy to talk about aviation. We did have one advertiser, Fred Romy of InterCity Flying Service, who bought a twelve time contract. I was paid $5.00 for each week.

Even though it was just a weekly show, it took quite a bit of effort to gather the material and be ready to go "on the air" for over six years.

*"What's New in the Fast-Moving Field of Aviation?"*
Bob Schott, Aviation Commentator, on WOWO & WGL

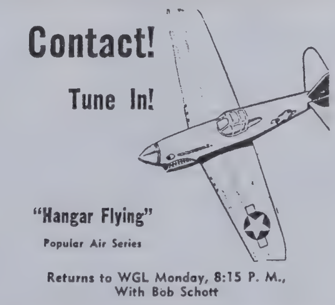
*(Clippings from "Radiana" which appeared in the Ft. Wayne newspapers to promote various radio programs.)*

ROBERT SCHOTT, a past president of the Ft. Wayne Aero Club, will inaugurate a series of weekly programs over Station WOWO at 6:15 o'clock (C.D.T.) tonight. His programs will consist of discussion of advancements in air service, interviews with various individuals directly connected with air travel, and questions and answers concerning aeronautics.

◆

BOB SCHOTT'S AVIATION PROGRAM, which is presented each Tuesday night at 6:15 over WOWO, in the future will be scheduled as the "Plane Talk Program." The title was selected from a list of names submitted in a contest held in connection with the program. The name was sent in by Donald Jones, of Van Wert, Ohio. The program is built around aviation news, questions and answers, and special interviews.

Bob Schott Interviewing Irv. Baldwin - 6/11/40



**Contact!**

**Tune In!**

**"Hangar Flying"**

Popular Air Series

Returns to WGL Monday, 8:15 P. M.,
With Bob Schott

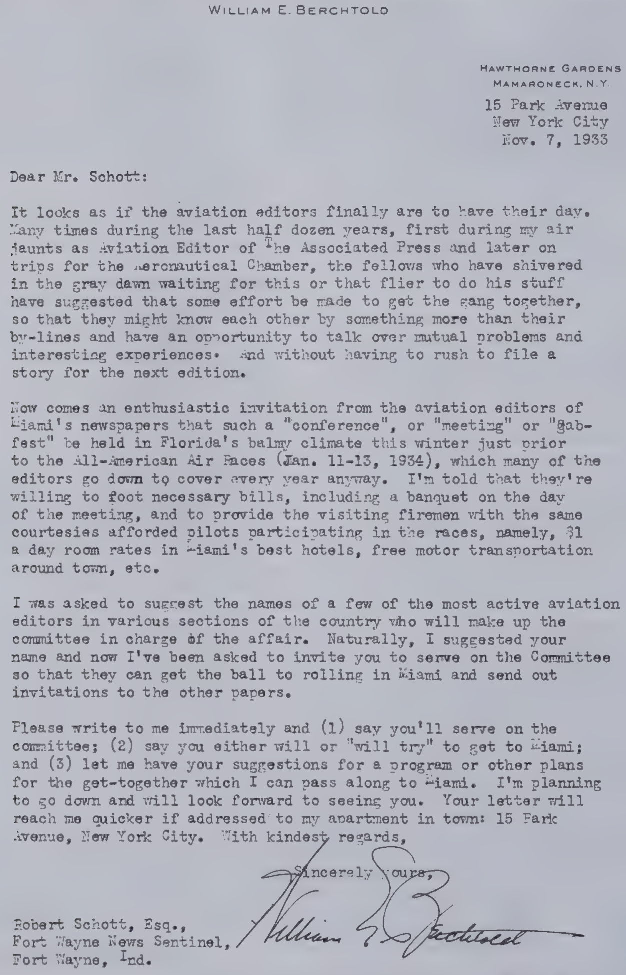
## AVIATION WRITERS ASSOCIATION

In 1933 aviation began to grow and it was felt by others that it was time to organize an Aviation Writers Association.

I wrote to A.H. Heermance, Director of Aviation for the City of Miami, Florida and told him of The News-Sentinel's interest in aviation.

He responded with an invitation to take some representatives from the staff down to the Sixth Annual Miami All-American Air Races, which would be held in January, 1934. They were going to host an Aviation Editors' Reunion, which included editors from over 160 papers nationwide who had a regular column devoted to aviation news.

Shortly after the letter from Mr. Heermance I received the following letter from William Berchtold of New York:



WILLIAM E. BERCHTOLD

HAWTHORNE GARDENS
MAMARONECK, N.Y.

15 Park Avenue
New York City
Nov. 7, 1933

Dear Mr. Schott:

It looks as if the aviation editors finally are to have their day. Many times during the last half dozen years, first during my air jaunts as Aviation Editor of The Associated Press and later on trips for the Aeronautical Chamber, the fellows who have shivered in the gray dawn waiting for this or that flier to do his stuff have suggested that some effort be made to get the gang together, so that they might know each other by something more than their by-lines and have an opportunity to talk over mutual problems and interesting experiences. And without having to rush to file a story for the next edition.

Now comes an enthusiastic invitation from the aviation editors of Miami's newspapers that such a "conference", or "meeting" or "gab-fest" be held in Florida's balmy climate this winter just prior to the All-American Air Races (Jan. 11-13, 1934), which many of the editors go down to cover every year anyway. I'm told that they're willing to foot necessary bills, including a banquet on the day of the meeting, and to provide the visiting firemen with the same courtesies afforded pilots participating in the races, namely, $1 a day room rates in Miami's best hotels, free motor transportation around town, etc.

I was asked to suggest the names of a few of the most active aviation editors in various sections of the country who will make up the committee in charge of the affair. Naturally, I suggested your name and now I've been asked to invite you to serve on the Committee so that they can get the ball to rolling in Miami and send out invitations to the other papers.

Please write to me immediately and (1) say you'll serve on the committee; (2) say you either will or "will try" to get to Miami; and (3) let me have your suggestions for a program or other plans for the get-together which I can pass along to Miami. I'm planning to go down and will look forward to seeing you. Your letter will reach me quicker if addressed to my apartment in town: 15 Park Avenue, New York City. With kindest regards,

Sincerely yours,

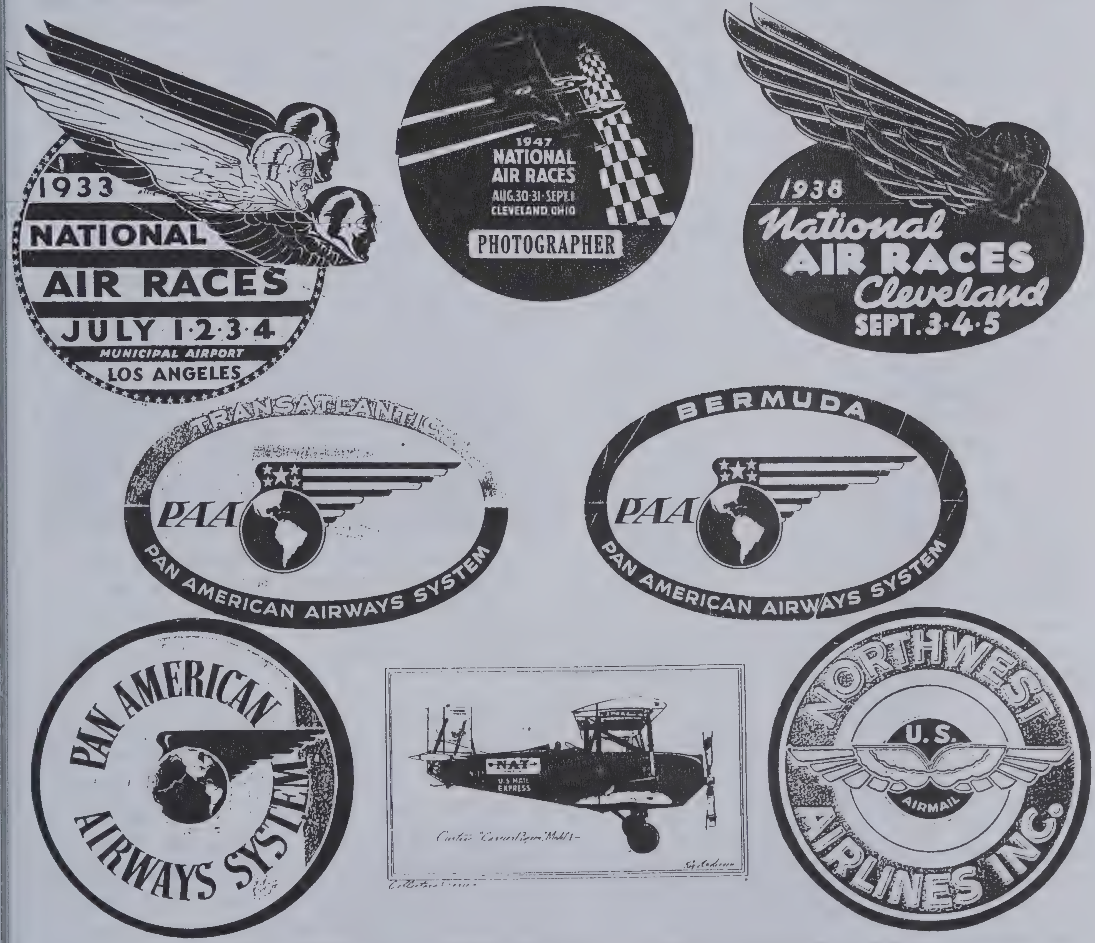
William E. Berchtold

Robert Schott, Esq.,
Fort Wayne News Sentinel,
Fort Wayne, Ind.

This meeting set things in motion for a yearly gathering of aviation editors in different parts of the country. Each year the aviation writers were invited by the military to go on various tours. This opened the door for full national coverage from our organization. One year we covered all the air bases in the west coast, including Edwards Air Force Base and all the operations for miles in that area.

My work with Conover-Mast Corp. (Cleveland) in the mid-1940's kept me in contact with the Aviation Writers Association through the years.

In 1954 we were the guests of the Navy for one full week at Pensacola, Florida. This was a very special honor, and a highlight of my life as far as my connections with aviation were concerned. Details of this trip will be covered later in this book.


1933
NATIONAL
AIR RACES
JULY 1·2·3·4
MUNICIPAL AIRPORT
LOS ANGELES
1947
NATIONAL
AIR RACES
AUG.30·31·SEPT.1
CLEVELAND OHIO
PHOTOGRAPHER
1938
National
AIR RACES
Cleveland
SEPT.3·4·5
TRANSATLANTIC
PAA
PAN AMERICAN AIRWAYS SYSTEM
BERMUDA
PAA
PAN AMERICAN AIRWAYS SYSTEM
PAN AMERICAN
AIRWAYS SYSTEM
NAT
U.S. MAIL
EXPRESS
NORTHWEST
U.S.
AIRMAIL
AIRLINES INC.

MY OFFICIAL "PHOTOGRAPHER" ARMBAND
AND OTHER PROMOTIONAL PIECES FROM AIR RACES

# THE FT. WAYNE AERO CLUB ANNUAL AIR SHOWS

The Ft. Wayne Aero Club was formed in November, 1933 with the purpose of creating and promoting interest in Aviation. I organized the Club and was its first president. The second year things slowed up a bit and I was again voted in as President.

(Article from Journal Gazette dated 11/16/33)

### BOB SCHOTT HEADS NEW FLYING CLUB

**Election Held Wednesday Night at Hotel Keenan; See Aero Films**

Robert Schott was elected president of the Ft. Wayne Aero Club Wednesday evening at a formal organization meeting held at the Hotel Keenan. Other officers of the flying club, elected during the meeting, included Charles Hull, vice-president; Miss Mary Borten, secretary; and Rudy Strubbe, treasurer.

Committees include Ed Seidel, Earl J. Miller, Dick Blitz, Miss Almina Hine and Howard Hugenard, membership; Capt. Clarence Cornish, Matt Jones, Ensign William Hull and Gene Campbell, advisory; Ambrose Babbitt, program chairman; Kyrel Mark, editor - club publication; and Howard Hugenard, publisher club publication.

E. K. Ackerman, assistant boys' work secretary at the Y.M.C.A., showed three reels of motion pictures on flying in 1926 during the meeting. Plans were made to hold meetings the second Wednesday in each month at the Hotel Keenan.

It was the Aero Club that kept things moving. We usually conducted a Flight Contest each year.

We made flights to Van Wert, Ohio to the Peony Festival. There were also flights to Holland, Michigan for the Tulip Festival, and an overnight trip to Spring Lake Park in southern Indiana. One Saturday we had a hunting trip to a farm of one of the members in Central Indiana. We gave over-town flights honoring the Wright Brothers. The Club conducted a Fly Over at the time of the burial of Art Smith.

We even found a way to combine golf and aviation. We flew over the golf course and dropped a ball, then landed and putted it into the hole. Boy, were there some long putts! A three iron would be just right, plus a putter.

## Indiana Air Tour

For about ten years a group of pilots would start out of Indianapolis and tour the State in what they called "Indiana Air Tour." They would stop at the medium size cities at noon and plan an overnight stop at cities like Ft. Wayne, South Bend, and Evansville. In our area they usually spent the night in Ft. Wayne, stopped in Elkhart at noon, and stayed overnight in South Bend. The Ft. Wayne Aero Club would pass out trophies to the first pilot registered, the largest delegation, and to those who came the greatest distance.

**BOB SCHOTT, PRES. OF THE FT. WAYNE AERO CLUB, PASSING OUT TROPHIES TO WINNERS OF THE INDIANA STATE AIR TOUR - 8/16/37**

## FIRST ANNUAL CONVENTION

In 1937 the Aero Club sponsored the first annual "Aero Club and Sportsman Pilots Convention" in Ft. Wayne on August 14 & 15. There was golf at the Elks' Country Club, a 25-mile cruise to the Tri-Lakes for swimming, boating, and fishing, a dinner and dance in the evening, with a meeting and tour of the airport to see new types of aircraft the next day. Prizes were awarded to the club or pilot coming the farthest distance and to the club having the largest number registered for the convention.

## Air Shows

One of the biggest events sponsored by the Aero Club was the annual air show. I was the air show director for five years and wrote the following in the souvenir program for the Fifth Annual Air Show:

*"Aviation is recognized as an important industry as well as a sport. Strides during the past decade in aviation have been undeniably greater than during any like period preceding it. This year we have added the "Parade of 1940" to our program, which gives you, the public, an opportunity to view the new models in aircraft.*

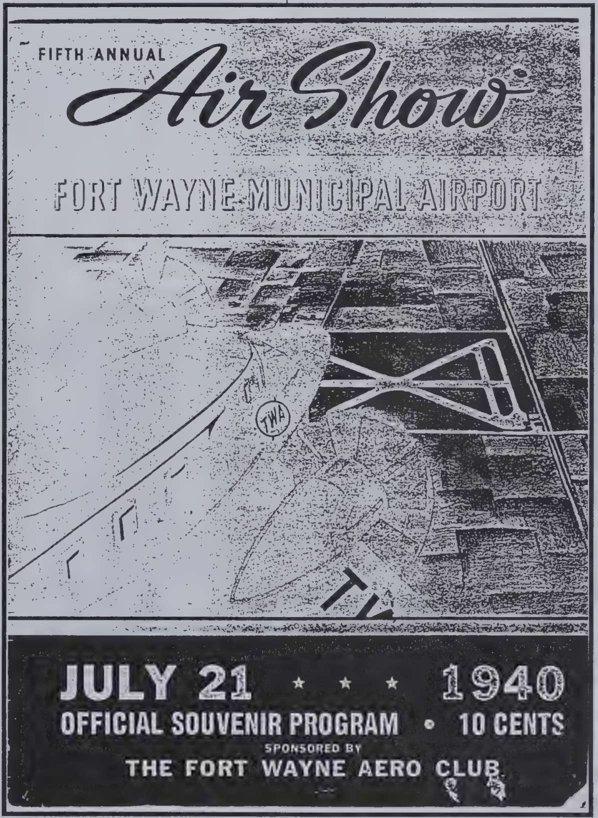
*These annual air classics are staged for your entertainment. It is your patronage and support, which we greatly appreciate, that makes our air shows outstanding events of their kind. The Ft. Wayne Aero Club puts much effort into making these annual air shows the greatest in the middle west. We are fortunate to have the best aviation talent available for our shows, which we proudly sponsor as Aero Club activities.*

*It is the aim of our organization each year to build a bigger show from the experience we have obtained from previous performances.*

*Surely, with such an assemblage of talent, the utmost in aerial maneuvers will be presented to you during our show this year.*

*WE PRESENT*
*THE FIFTH ANNUAL AIR SHOW.*

*Bob Schott, Air Show Director"*



FIFTH ANNUAL
Air Show
FORT WAYNE MUNICIPAL AIRPORT

JULY 21 ★ ★ ★ 1940
OFFICIAL SOUVENIR PROGRAM • 10 CENTS
SPONSORED BY
THE FORT WAYNE AERO CLUB

The Aero Club sponsored an Annual Air Show, with proceeds used to make contributions to various aviation-related projects. The following letter appeared in the souvenir program of the Fifth Annual Air Show (7/21/40):

*"Several years ago a handful of local flyers banded together and formed the Ft. Wayne Aero Club and had as their purpose that of creating and promoting interest in Aviation.*

*Under the able leadership of the Club's presidents and with the enthusiastic help of the members through the years, the Club has grown until it now has a membership of 220, all of whom are either pilots or persons having a definite interest in Aviation. The club still has as its primary purpose that of creating and promoting interest and safety in Aviation.*

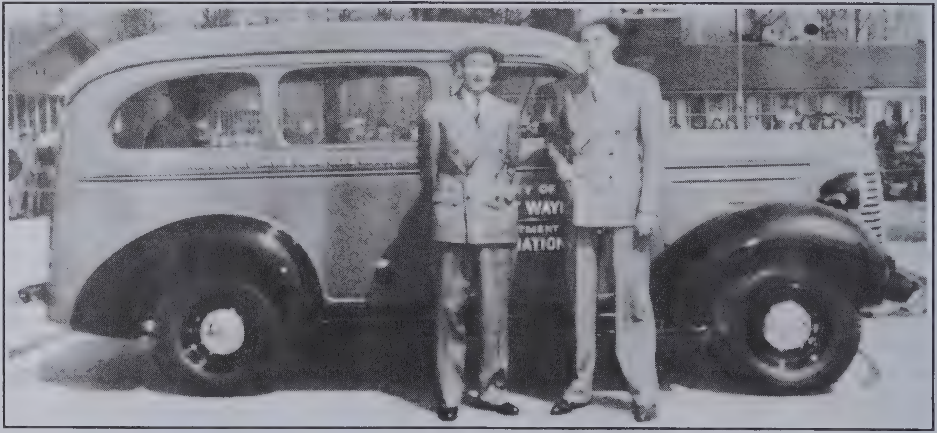
*The Ft. Wayne Aero Club joins with the citizens of Ft. Wayne in being justly proud of the enviable safety record that has been established at our local field and as a club we pledge ourselves to strive to keep this record unmarred.*

*The Club has made many contributions to the progress of Aviation in this community, consisting of both civic and flying activities such as air tours, flight contests, air shows, sponsoring noted aviation speakers in Ft. Wayne, purchasing and erecting airport directional signs, and the Club's latest civic project, namely the purchase by the Club of a new station wagon which is completely equipped with portable fire-fighting and first aid equipment and which was given as an outright gift by the Club to the City of Ft. Wayne on May 5, 1940, for emergency use at the Municipal Airport.*

*These material aids to aviation by the Club have been made possible through the various activities sponsored by the club, chiefly our annual air show.*

*We have tried this year to be more considerate of your comfort by arranging increased parking facilities off the field, thus making room for the erection of bleachers so that everyone may be seated while watching the entire program.*

*It is our hope that the Show today will be carried out with few or no delays and that you will leave this afternoon with some of the same enthusiasm toward Aviation that those responsible for this event have always felt deep in their hearts and thus are inspired to give of their time to this great cause of Aviation."*
*WILLIAM H. LIPKEY, President, Ft. Wayne Aero Club*



AIRPORT EMERGENCY EQUIPMENT
Presented to the City of Ft. Wayne by the Ft. Wayne Aero Club - May 5, 1940
(Photo shows Mayor Harry W. Baals accepting in behalf of the City from Aero Club President William H. Lipkey)

(Copy of news article appearing 4/15/40)

## Annual Air Show Slated for July 21

### Aero Club to again sponsor Project; Robert Schott is Chairman.

The fifth annual air show under the sponsorship of the Ft. Wayne Aero Club has been tentatively set for Sunday, July 21, to be approved by the Board of Aviation Commissioners. The club has held its air shows on the third Sunday in July for the last four years.

Robert Schott, who managed the show last year will act in the same capacity for the 1940 show.

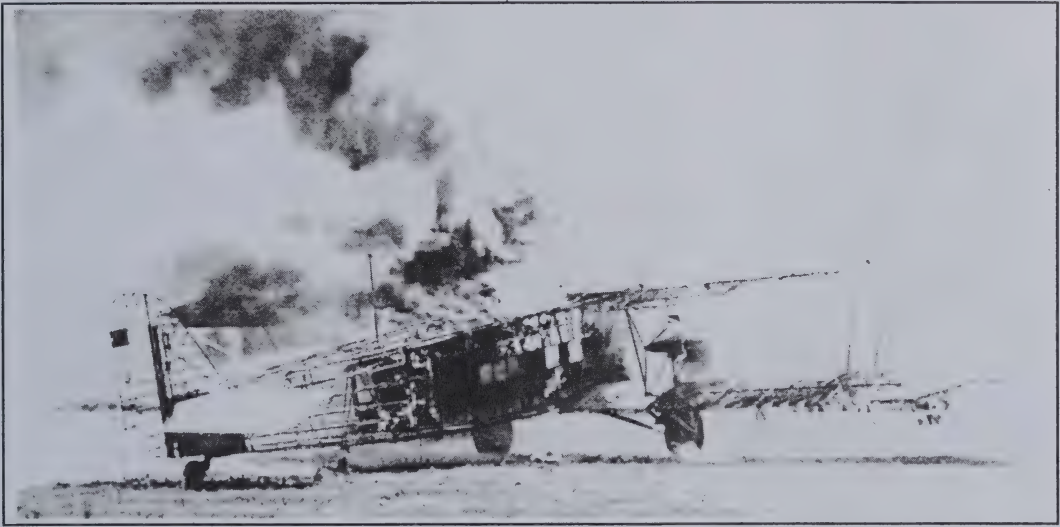
Announcement was made today that an added feature of this year's show will be the "Parade of 1940," in which various plane builders will be given an opportunity to demonstrate their planes as a preview to the show proper.

Plans are now going forward for a ten-act show again this year and also for the erection of bleachers to afford better vision for the spectators.

"MIKE" MURPHY

Mike Murphy would put on a complete show for $750.00. He would use three WACO'S with smoke, plus a number of acrobatic acts and parachute drops.

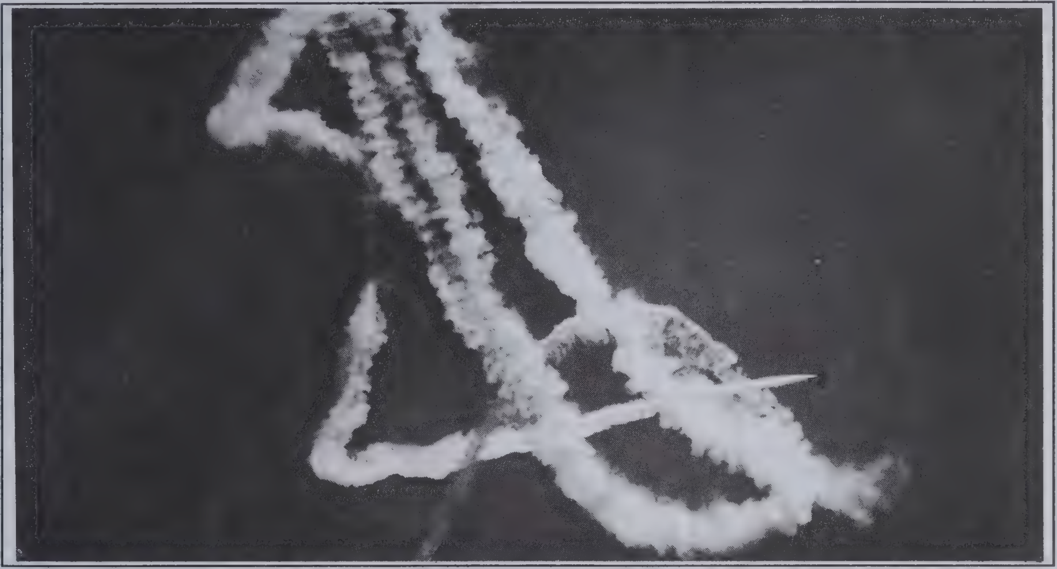
Today, the insurance alone would cost several thousand dollars, and include a thick book of restrictions.



MIKE MURPHY'S Linco Boeing 80A going up in smoke at Smith Field, Ft. Wayne. It had a huge neon sign on the lower wing for night advertising. He also used it for ground display, allowing crowds to file through it. I figure somebody dropped a cigarette while walking through. No one was injured, but the plane was a total loss.

“SERPENTINE”

Smoke trails from three high-performance stunt planes fairly keep the sky filled with smoke as Bill Moose, Roger Don Rae, and Mike Murphy entertain the crowds at the annual Air Show held at Art Smith Municipal Airport.



Note the Square Turn performed by the pilot in the WACO Taper-Wing as he altered course 90 degrees to penetrate the eye of a loop hung up there by another plane.

Four Planes take off simultaneously
then veer away in a graceful arch.

# LIST OF EVENTS

EVENT No. 1.—Aerial Parade of 1940, Displaying to the Public the New Models of the year. 2:00 P.M. C.D.S.

EVENT No. 2.—Opening Number with Three Planes Equipped with Smoke, by Pilots Mike Murphy, Ed Leach and Bill Moose. 3:00 P.M. C.D.S.

EVENT No. 3.—10,000 Foot delayed Opening Parachute Jump by Earl Stein.

EVENT No. 4.—Two Plane Dog Fight, Bill Moose and Ed Leach.

EVENT No. 5.—Bomb dropping by local pilots: O. B. (Red) McVey, Milton Fry, Glenn Hoon, John Whicker, John H. Wright and Stanley Straley.

EVENT No. 6—Crazy Flying by Mike Murphy, doing the Dizzy Stunts that has made Murphy the Nation's Greatest Stunt Pilot.

EVENT No. 7—Acrobatics with Speedwing Travelair by Ed Leach, who has thrilled air show spectators throughout the United States and Canada.

EVENT No. 8—10,000 foot Bat-Wing Jump by Earl Stein, who will soar on his newly-devised Bat-Wings to within a few hundred feet of the ground before hitting the silk for the landing.

EVENT No. 9.—Sailplane Maneuvers by pilots: Jack Murphy, John Nowak and Elmer Zook.

EVENT No. 10.—Low Altitude Precision Acrobatics by Mike Murphy using a Taperwing Waco.

EVENT No. 11.—Parachute Attack on Airport from Tri-Motored Stinson Monoplane piloted by Harold Preston.

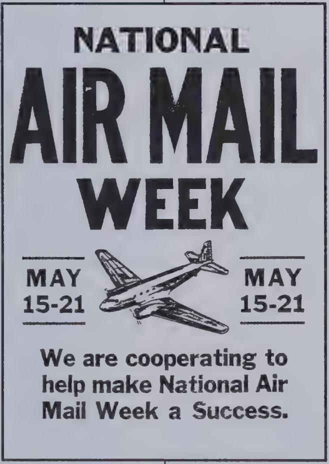
(There will be a short pause during the show for the landing and take-off of TWA Scheduled flight No. 24)

Announcer, Bob Gehrig

## NATIONAL AIR MAIL WEEK

### (MAY, 1938)

The U.S. Post Office department wanted to promote their air mail business and decided to have a "National Air Mail Week." This would be held May 15-21, 1938. They sent out notices asking for pilots to volunteer to fly the mail in from all the small towns to check points like Ft. Wayne, South Bend, and Evansville. From these points it would be flown to the main station in the State. In our case that would be Indianapolis. I volunteered and was assigned to pick up from Monroeville at 11: 25 a.m. on May 19, and arrive back in Ft. Wayne by noon.


NATIONAL
AIR MAIL
WEEK
MAY 15-21
MAY 15-21
We are cooperating to help make National Air Mail Week a Success.

I decided to drive over to Monroeville before the pickup day to check out the landing area and meet the people in charge at the post office facility. The Postmaster happened to be a lady named Justina E. Meyer. She drove me out to Whitterns Field, which was the place selected for me to land. This was at the west edge of town. The field was large enough for me to fly the Kinner fleet plane into and out.

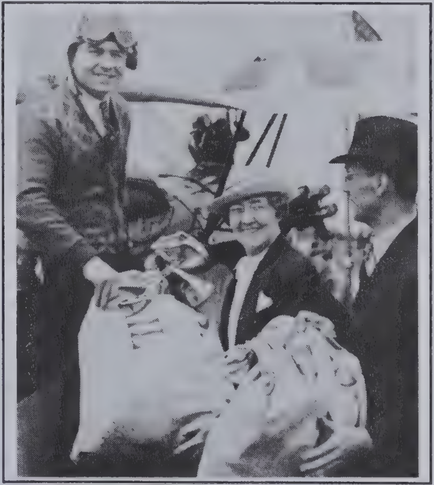
I, like the other pilots, expected to fly over to the town on the designated day, pick up a few letters from a person at the airport and fly right back, as we were to stay on schedule.

When I arrived at Monroeville on the appointed day I was surprised to see the field crowded with cheering people, including a parade led by a band and the Boy Scouts! Schools were let out between the hours of 11:00 and 1:00, businesses closed, and all Monroeville had moved out to the airport.

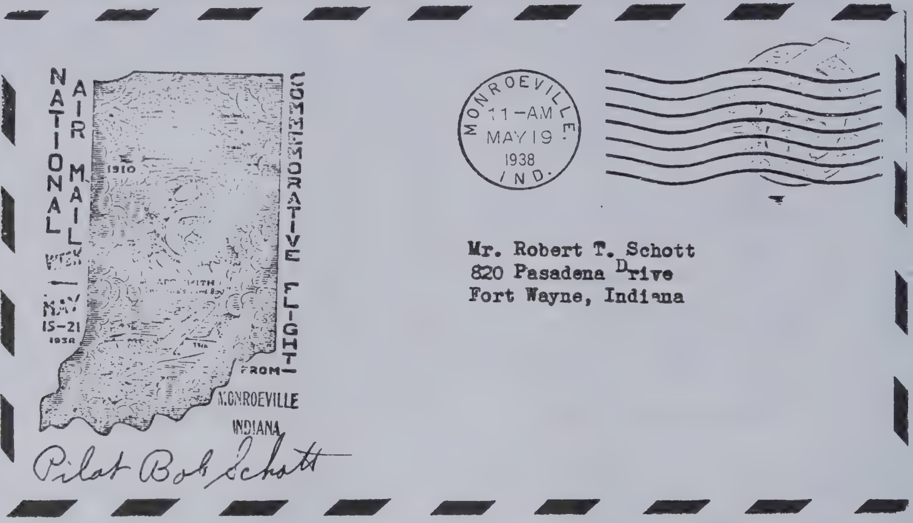
Postmaster Meyer had challenged her carriers to have the largest amount of air mail sent that day. Letters had been sent to every rural patron asking them to buy at least six air mail stamps (6¢ each); speeches were made to the Lions Club, in the high schools, and any other civic organization that would permit her to present her challenge. Finally, a personal letter was sent to her patrons urging their cooperation.

The result was that the town, with a population of less than 1,000, dispatched 64 pounds of air mail on their first air mail pickup, setting a national record. A total of 3,600 letters were sent out that day.

Frank A. Gable, a rural carrier in Monroeville, set a national record during Air Mail Week when he collected 2,129 air mail letters on a 55-mile route with less than 300 boxes.

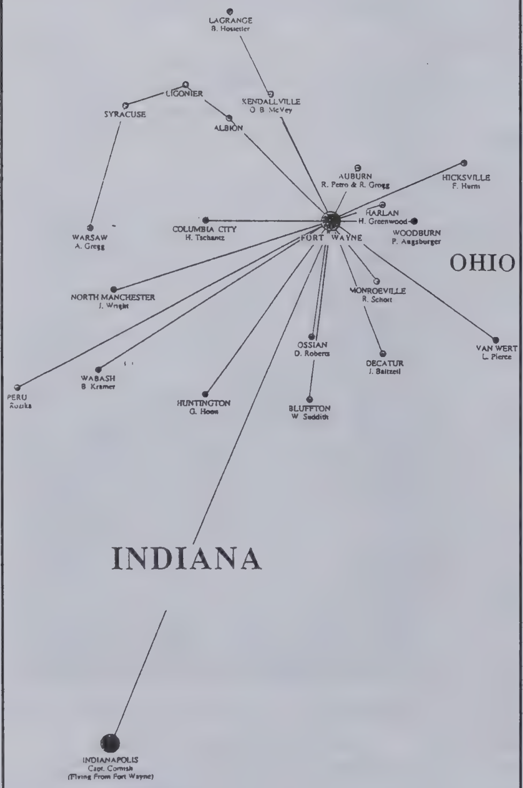


ROBERT SCHOTT RECEIVING AIR MAIL PARCELS FROM MONROEVILLE POSTMASTER, JUSTINE MEYER


NATIONAL AIR MAIL WEEK
MAY 15-21 1938
1910
ART SMITH
COMMEMORATIVE FLIGHT
FROM MONROEVILLE INDIANA
MONROEVILLE IND.
11-AM
MAY 19
1938

Mr. Robert T. Schott
820 Pasadena Drive
Fort Wayne, Indiana

Pilot Bob Schott


LAGRANGE
B. Hostetler
LIGONIER
SYRACUSE
KENDALLVILLE
O B McVey
ALBION
AUBURN
R. Petro & R. Gregg
HICKSVILLE
F. Hurm
HARLAN
H. Greenwood
WOODBURN
P. Augsburger
COLUMBIA CITY
H. Tschantz
FORT WAYNE
WARSAW
A. Gregg
OHIO
NORTH MANCHESTER
J. Wright
MONROEVILLE
R. Schott
OSSIAN
D. Roberts
DECATUR
J. Baltzell
VAN WERT
L. Pierce
PERU
Kouka
WABASH
B Kramer
HUNTINGTON
G. Hoon
BLUFFTON
W Suddith
INDIANA
INDIANAPOLIS
Capt. Cornish
(Flying From Fort Wayne)

## COMMEMORATIVE CACHET TO BE PLACED ON AIR MAIL LETTERS

### Stamp Bearing Likeness of Art Smith to be Used

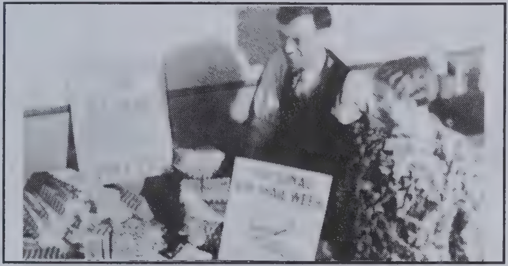
The commemorative cachet to be stamped on all air mail from Northeastern Indiana and Western Ohio, on one day during the coming Air Mail Week (May 15-21), will bear a likeness of Art Smith, Ft. Wayne's own "bird boy."

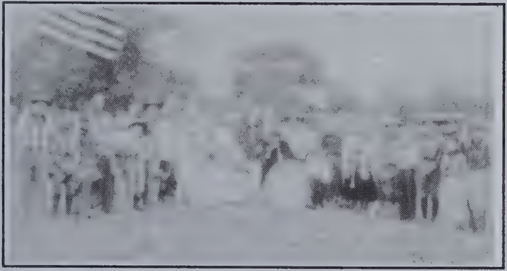
The cachet was designed by Harry Larimer, News-Sentinel cartoonist. Rubber stamps were cast from a zinc etching, and sent to all surrounding cities which will participate in the airmail "shuttle service" to mark the observance, on Thursday, May 19.

The cachet shows the outline of Indiana, with a sketch of the late aviator in the center; above in a background of clouds is a likeness of the plane in which Art Smith brought aviation to the attention of all America, and particularly this section, in 1910. In the lower section of the cachet, a modern TWA twin motor liner such as is now in daily service here, is shown.

The stamp will be placed on all airmail letters to and from the towns taking part in the shuttle service, on that day. Airmail letters sent before May 19 and marked with the notation "first flight" will be held until the 19th.

# PHOTOS FROM MONROEVILLE'S "NATIONAL AIR MAIL WEEK" CELEBRATION





PILOTS FROM THE FT. WAYNE AREA gather at the airport, ready to take off on the various air mail routes. The News-Sentinel's "Yankee Clipper" flew the accumulated air mail to Indianapolis where it was sorted and distributed.

## INDIANAPOLIS CHAMBER OF COMMERCE

TO INDIANA PILOTS AND FRIENDS:

We want you to know that 89 of Indiana's pilots were called upon to carry United States Air Mail on Thursday, May 19, 1938, which was during National Air Mail Week and in commemoration of the 20th anniversary of Air Mail in America.

These pilots, all combined, carried better than 200,000 pieces of mail, flew approximately 10,000 miles in their own aircraft serving 132 Indiana cities, were all on time, and not one accident of any kind occurred. They demonstrated that air mail feeder lines are essential for business and social affairs because it affords faster communication.

This is a record that our pilots made and we all should be proud that when a governmental agency calls upon them for aid or assistance, they can be depended upon to do the job 100%.

National Air Mail Week in Indiana was only a success because of the full cooperation we received from every one throughout the state.

Very sincerely yours,
Herbert O. Fisher, Director of Aeronautics

# DR. D. D. JOHNSTON,

## First Aerospace Medical Scientist in the United States

Colonel Donald D. Johnston was active in aviation from World War I to the end of World War II. In World War I, he was stationed as a Captain in the Medical Corps, serving as a physician with the old Flying Jenny Training Plane Squadrons. His assignment included high altitude research. In those days, pilots would fly up to a certain altitude and record their own pulse and blood pressure in order to see what the effects of high altitude had on the pilots. A low pressure chamber was also used to imitate the low pressure of high altitudes. This chamber was first used in the Signal Corps, then in the Air Force of the United States.

Following World War I, Dr. Johnston remained active in the military reserves, advancing to the rank of Major. Beginning in the 1920's, Dr. Johnston examined pilots for their annual physical in Ft. Wayne. He was the only approved pilot examiner in the Ft. Wayne area until he left for service in World War II in October, 1941. He was also active in the Ft. Wayne Aero Club, making flights and helping with the Air Shows between World Wars.

In World War II, Dr. Johnston was promoted to the rank of Lieutenant Colonel in the Army Air Corps. His duties were to examine college students for the Flying Cadet Program. He continued with this Air Force recruiting program until the end of World War II. He was discharged a Full Colonel in 1947.

Dr. Johnston was the sponsor of the Dr. D. D. Johnston Trophy for the Private Pilot Contest held each year by the Aereco Flying Service.

Dr. D. D. Johnston was our physical doctor all the while I lived in Ft. Wayne. He was given a special designation by the C.A.A. in order to be qualified to give pilots their "Class I" physicals. A private pilot like myself carries only a "Class III." At one time I had a Transport License, but that was before the air line regulations and big jets.

Every year Dr. Johnston would sponsor a Private Pilot Contest. It lasted two days. On Saturday we would have to do specific air work. On Sunday afternoon we would make a round trip from Ft. Wayne to Goshen. We had to mark a flight plan and give our time of departure and time of arrival in Goshen. After landing in Goshen, we would fill out a flight plan back to Ft. Wayne. We had to stick to the flight plan and would be docked for every minute either over or under the time we had designated on the flight plan.

The Journal-Gazette would print the names of the winners each year and always at the tail end of the story they would say, "...and Schott also flew." But in 1939 I finally made it with the Curtiss-Robin and won the trophy.

Bob Schott, winner of the Dr. D.D. Johnston Private Pilot Contest
sponsored by the Ft. Wayne Aero Club - September 16 & 17, 1939

# AIRPORT MANAGER SMITH FIELD

The year 1942 brought several changes into my life. I had married Bernice Goddard in 1935 and our son Larry was born in 1942. The News-Sentinel promoted me to district manager in the circulation department in this year, also.

## 100 PILOTS BACK SCHOTT FOR POST

### Petition he be Smith Airport Manager

Robert Schott, well known local pilot, is the candidate of more than 100 Ft. Wayne pilots for the post of manager of Smith Municipal airport to succeed J. Ross McCulloch, who a week ago Tuesday tendered his resignation to the board of aviation commissioners.

Approximately 100 Ft. Wayne airmen have attached their signature to a circulated petition naming Schott as their choice for the post. The petition was to be presented to Mayor Harry W. Baals Tuesday.

Petitioners assert they want a manager interested in flying, both from an executive and the pilot's viewpoint and quote Schott as having expressed his willingness to take over the duties.

Schott, circulation manager of the News-Sentinel, has been interested in aviation and has flown aircraft for a number of years. He has held a private pilot's license since 1930 and is a member of the National Aeronautical Association, besides being active in the Ft. Wayne Aero Club and the Civil Air Patrol.

One morning about 9:30 I was called into Mr. Foellinger's office. When I got there I found Mayor Harry W. Baals, Mr. August Wittie from the draft board, and of course Mr. Foellinger. They told me that tomorrow morning I would be the manager of Paul Baer Airport. Frankly, I did not know they were looking for one. The last I had heard, a member of the board was looking after it several days a week since the other manager had been called to active duty. I knew that the pilots were a bit unhappy with the present situation. I did not know that 100 of them had circulated a petition to have me named airport manager.

## BOB SCHOTT

Is the logical man to head the Aviation Board. He has personality and push and is interested in bettering our flying facilities. It would be nice to have a man who doesn't feel that "Smith Field should be plowed back into a corn field."

ELMER SMITH
**Best Known Name in Cleaning**
1203 Calhoun - A-5217

The Civil Aeronautics Association (C.A.A.) had demanded the change within 48 hours because, since the war was on, every airport had to have security guards and clearance officers to see that all pilots registered on all cross country landings and take offs. Thus came the quick change.

I told them that I could not accept the position as I was taking a government course to be a civilian instructor at Maxwell Field using T-6's and had only two more weeks to go before being sent there. They advised me that it had been taken care of. I was washed out by the draft board. The students in my class were told they did not need instructors and were being transferred as glider pilots. Tragically, many glider pilots were killed on "D" day and I realized that I had been very close to being one of them, had the airport manager position not been offered to me. I thanked the Lord for once again sparing my life, as He had the day I was piloting the glider plane, and resolved to wholeheartedly do whatever work for which I had been spared.

Thus I became airport manager effective June 1, 1942. I enjoyed this position, very much like a golfer working in a pro shop. It was a nice sized airport with one airline (TWA), a Weather Bureau, five C.A.A. employees, three flying services (Wicker, Pierce, Inter-City), a small, manually operated control tower with three operators plus myself. Manually operated meant we had no radio contact with incoming pilots. We used a gun-operated light, giving them a green, amber, or red signal for landing instructions. We had only one person authorized to operate the radio, and the C.A.A. required at least two in case the other one called in sick, so I took the test and received a Radio Telephone Operator Permit from the F.C.C.

I ran a different kind of operation. My door was always open and employees were encouraged to come in and talk things over, so we settled problems right away; and the policy was to not change something unless we found that it didn't work. I never asked an employee to do any job that I would not do.

One of the dreaded jobs was the unloading of a train carload of coal on a siding back of the hangar. I took away some of the distastefulness of the job with a case of beer and a shovel when I came to work in the morning. We topped off with BIG sandwiches from the restaurant. The job was accomplished in one day with a lot of joking and kidding, instead of growling and fussing.

## CIVIL AIR PATROL PILOTS SPOT SCRAP METAL FROM AIR

Local Civil Air Patrol pilots during their regular inspection trips the last several days have uncovered several potential spots where scrap can be obtained for Ft. Wayne and Allen County drives, it was said Friday by Robert Schott, manager of the Smith Municipal Airport.

Mr. Schott said the C.A.P. pilots, while cruising about, have noticed several metal bells hanging in belfries of long abandoned district red brick school houses and the metal bridge over the St. Joseph River in the vicinity of the old Elks Country Club site.

The swinging foot bridge is no longer in use, it was said, because the wooden flooring is out and the metal framework would make a sizable salvage pile of vital material.

There was one job I did not care for. One evening when I was ready to go home, I noticed that the light was out in the beacon. Everyone was gone and the job fell to me. I climbed that 85 foot tower and found out that you don't look up and watch the clouds floating by. It looked like the tower was blowing over. I resolved that the next time the light went out I'd call the fire department.

I always took a good look at a situation before making any changes, but I did find some areas that could be improved and made more efficient. One of these areas was the process of mowing the grass. They had been mowing with a Caterpillar tractor and three hay mowers with seven foot blades. I asked for, and received, a Priority Permit for Baer Field, which enabled us to get better equipment. So we switched to a Ford tractor and a set of gang mowers like the country clubs used. The job of mowing was accomplished in one day instead of a week.

The Airport Manager doing his part keeping the grounds neat

There were some areas that required a walking mower, as you can see in the photo. I had asked the Aviation Board for a new-type mower but never got it. I did not mow all the time, but the boys were busy this day and I was looking for something to do. One of the crew snapped my picture (7/43).

In the winter we cleaned and painted all the equipment until everything was like new and oiled. We could have used two more men, but instead I got the existing crew a nice, BIG, raise.

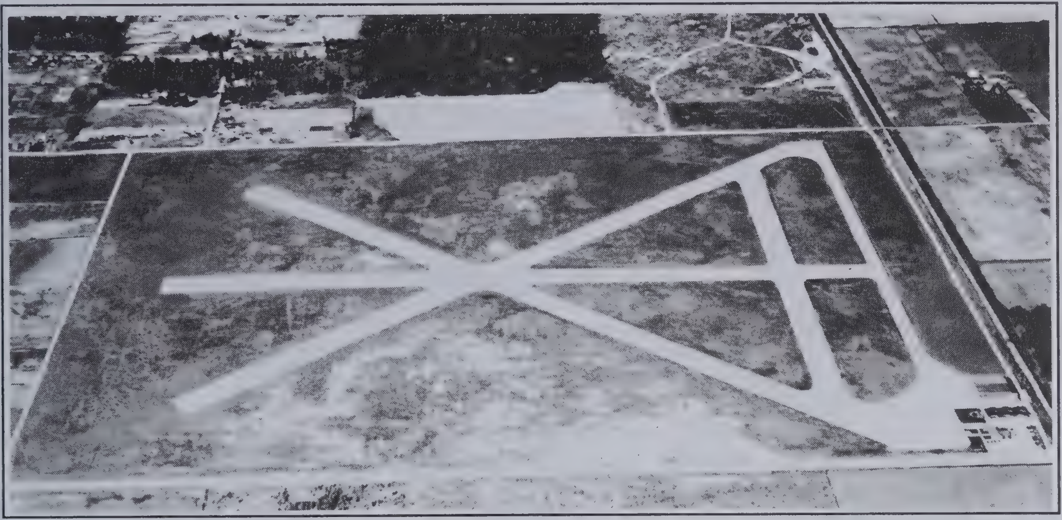
## CAA FREEZES 42 AIRPLANES HERE

*(Article in News-Sentinel - 1/30/43)*

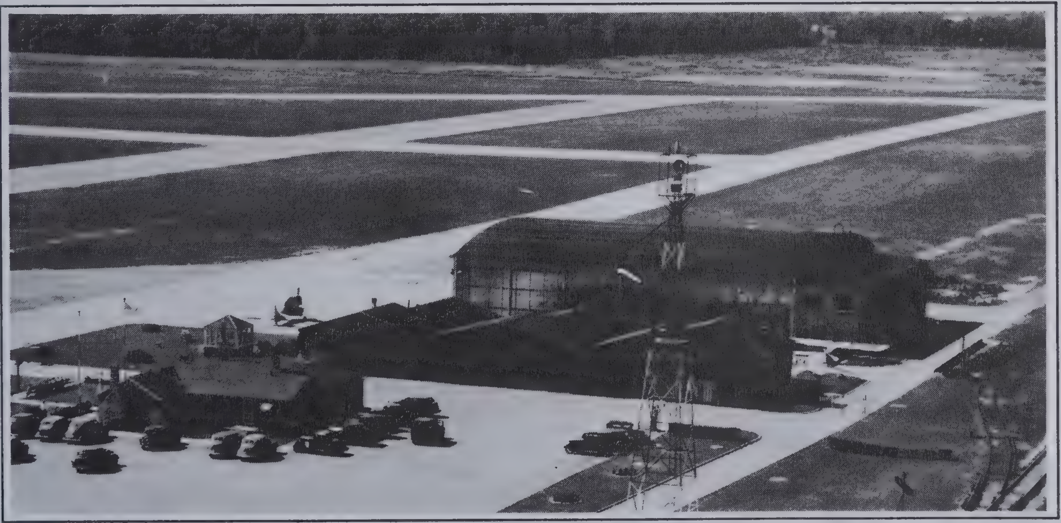
Forty-two light airplanes at Smith Municipal Airport are frozen in the hands of their present owners as the result of an order received by Airport Manager Robert T. Schott today from Harold R. Neely, Chicago, regional manager of the Civil Aeronautics Authority.

The order prevents sale, renting, giving away or in any other way changing ownership of any light plane of 500 horsepower or less or of any Link Trainer, with the exception that such plane or trainer can be transferred to Army or Navy ownership.

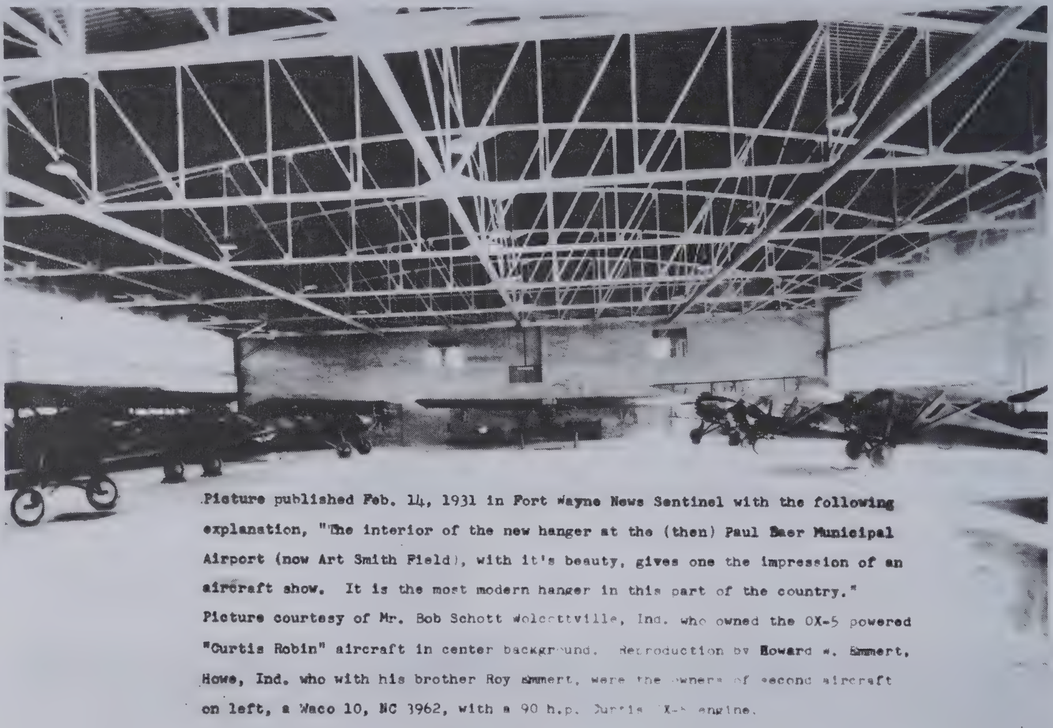
The order is nationwide in scope. The planes here are mostly owned by the Pierce and the Inter-City Flying services, which have contracts for training Army and Navy pilots under the War Training Service.



AERIAL VIEW OF SMITH FIELD



TOWER AND EXTERIOR VIEW OF BUILDINGS



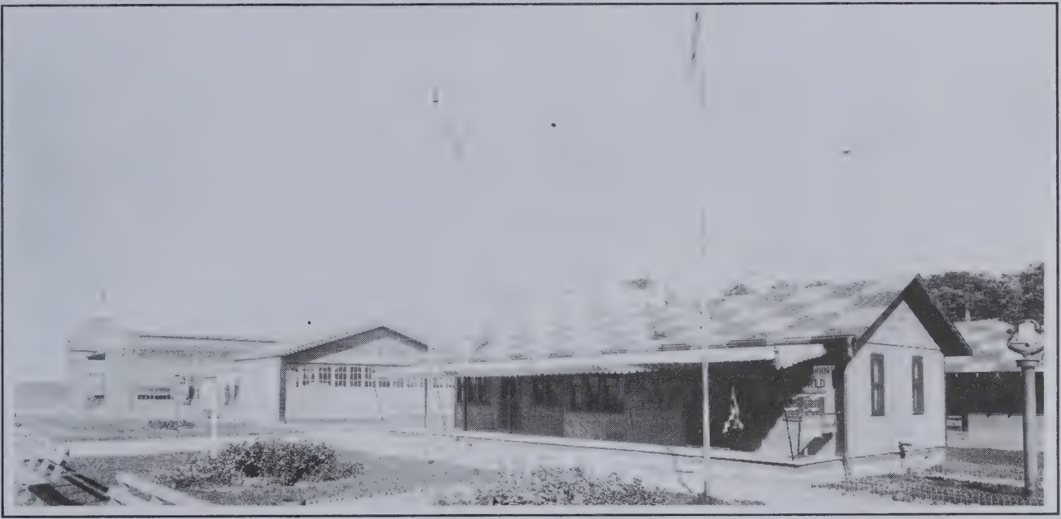
Picture published Feb. 14, 1931 in Fort Wayne News Sentinel with the following explanation, "The interior of the new hanger at the (then) Paul Baer Municipal Airport (now Art Smith Field), with it's beauty, gives one the impression of an aircraft show. It is the most modern hanger in this part of the country." Picture courtesy of Mr. Bob Schott Wolcottville, Ind. who owned the OX-5 powered "Curtis Robin" aircraft in center background. Reproduction by Howard W. Emmert, Howe, Ind. who with his brother Roy Emmert, were the owners of second aircraft on left, a Waco 10, NC 3962, with a 90 h.p. Curtis OX-5 engine.

# INTERIOR OF HANGAR AT BAER (SMITH) FIELD

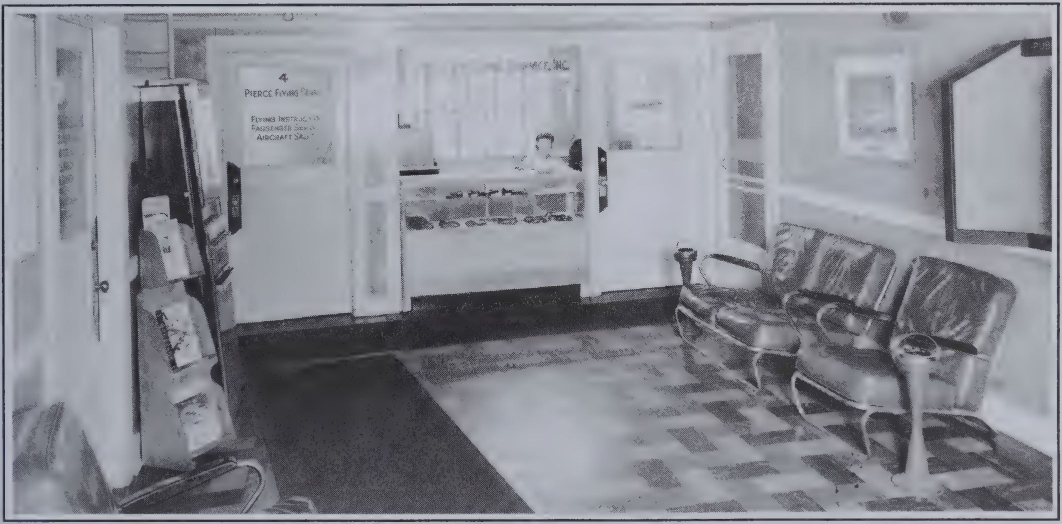
*Photo published February 14, 1931 in the Ft. Wayne News-Sentinel with the following explanation:*

"The interior of the new hangar at the (then) Paul Baer Municipal Airport (now Art Smith Field), with its beauty, gives one the impression of an aircraft show. It is the most modern hangar in this part of the country."

Photo courtesy of Mr. Bob Schott (Wolcottville, IN) who owned the OX-5 powered "Curtiss Robin" aircraft in center background. Reproduction by Howard W. Emmert (Howe, IN) who, with his brother Roy Emmert, were the owners of second aircraft on left, a Waco 10, NC3962, with a 90 H.P. Curtiss OX-5 engine.



EXTERIOR OF TERMINAL BUILDING


4
PIERCE FLYING
FLYING INSTRUC
PASSENGER
AIRCRAFT SA
SERVICE, INC.

INTERIOR OF TERMINAL BUILDING

ORIGINAL BEACON LOCATED NEAR TERMINAL

“AID TO FLIERS”

Smith Field Airport Manager Bob Bartell with first floodlight to be installed at any airport for the purpose of lighting the landing area. (Light was later moved away from building and mounted high in the center of field, to more fully light entire landing field without blinding incoming pilots.)

## FIRST UNDERGROUND FUELING TANKS IN THE COUNTRY

Smith Field was the first airport in the country to install underground fuel tanks. This was a much safer method of dispensing fuel.

The original fueling station was at the north end of the hangar and has been moved to the south, close to the office. It was enlarged to take care of twin and corporate aircraft. The concrete to the north of the pumps covers the gasoline underground tanks and dumping station.

## ASSAULT DRONES SHIPPED TO SMITH FIELD

Early in 1942 an experimental plane was being tested by the U. S. Navy. This was an unmanned, radio-controlled aircraft that carried a surface-to-surface guided missile. Weaponeers down through the ages had sought a missile that could be launched from a safe distance and guided unerringly to a selected target. The "Assault Drone" had shown in several successful demonstrations that this could now be done. Assault Drones could also be deliberately crashed into a target without the loss of a pilot's life.

After the very successful test runs, the initial response was to go into large scale production of the Drones. But as the magnitude of the project became known, and because the manpower and industrial capacity of the country were already taxed, it was decided to reduce the program to just a few hundred planes, and not the thousands that had been planned.

Smith Field played a role in the development of the Assault Drone project. Our field was an ideal distance from where the planes were manufactured in DeKalb, Illinois, Grand Rapids, Michigan and Jamestown, New York. The TDR-1 planes were flown by pilots into Smith Field where the wings were disassembled, pilot controls removed and replaced with the radio-control device, then put into boxcars for shipment by rail.

Several high-ranking Navy personnel objected to the use of still-experimental aircraft in actual combat. In late January, 1944 the attack on the Marshall Islands was being planned and it was agreed to give the Drones a trial. It was suggested that the Drones and accompanying personnel could be moved to one of the airfields in the Gilbert Islands to assist in the attack on Eniwetok late in May, 1944. Unfortunately for the guided missile, the date of the attack on Eniwetok was advanced and this made it impossible to transfer the Drones overseas in time to join the campaign. Thus a combat opportunity of prime importance to the guided missile program was lost and subsequently the Assault Drone program was abandoned.

## HANGAR LEASE STARTS TUESDAY

(Article in News-Sentinel - 1/31/44)

The Aviation Packaging Company, which has a contract with the U.S. Navy for special work, has closed a lease with the Ft. Wayne Board of Aviation Commissioners for the hangar and approximately two hundred feet around it at Smith Municipal Airport.

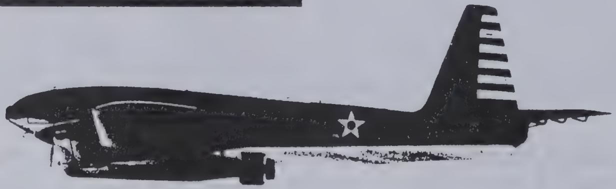
The lease, which becomes effective Tuesday, is for one year with an option to renew it from year to year. The purpose to which the large building is to be devoted is to be kept secret by the Navy.

Robert Schott, manager of Smith Municipal Airport, said today that planes will be permitted to remain in the hangar until the Aviation Packaging Company needs the space. Some remodeling will be done to the hangar's interior and a wire fence will be built to enclose the structure.

### New Hangar Planned

Mr. Schott said the Board of Aviation Commissioners plans to authorize preparation of plans and specifications for a new hangar at the municipal airport soon for local planes. He predicted the new hangar, which may be started this Spring, will cost between $40,000 and $50,000.

The airport has provided 20 outside tiedowns for planes, and owners not wishing to leave their aircraft outdoors will house them at Auburn and Van Wert, Ohio temporarily, he said.



TDR-1 Assault Drone with Torpedo

# AIR TRANSPORT ASSOCIATION

During World War II the Air Transport Association flew planes, as they were assembled at various U. S. factories, all over the world. A few years ago a project was underwritten to send a reporter to interview some of the pilots who were involved in these flights. These interviews were videotaped and have been assembled into a three-tape set. It is very interesting to go through these tapes and hear the stories of what these pilots encountered as they delivered the airplanes to various countries. Some historic sites were also filmed, and are listed below.

Following is a listing of those who were interviewed:

| | |
|---|---|
| Herbert Thomas | OH |
| Ben Warne | PA |
| John Yingst | PA |
| Edwin E. Heering | CA |
| Mary Knapp | CT |
| Roy Coleman | W. Waltham, MA |
| Thornton Jarret & sons | W. Waltham, MA |
| Sue Ford DeFlorez | W. Waltham, MA |
| Alabam Dunlavy | W. Waltham, MA |
| Jerry Polivka | W. Waltham, MA |
| Ed Heering | W. Waltham, MA |
| B. Vic Hewes | W. Waltham, MA |
| Alec Matthews, Steve Innes, Bob Bingham, Knobby Pearmund | W. Waltham, MA |
| Tom Phillips, Mech. | W. Waltham, MA |
| John Jordan | W. Waltham, MA |
| Yvonne MacDonald, Al Shipman, Audrey Morgan | W. Waltham, MA |
| Charles Lofthouse, RAF Wellington & Stirling Pilot | W. Waltham, MA |
| Monique Agazarian, Peggy Lucas, Mary Guthrie Cunningham, Mary Genna | W. Waltham, MA |
| Eric Viles | W. Waltham, MA |
| John Yingst | W. Waltham, MA |
| Charles ? | W. Waltham, MA |
| John Winston | W. Waltham, MA |
| Lettice Curtis, Jim Read | W. Waltham, MA |
| Joan Hughes, Peter Garrod, Margot "Chile" Duhalde | W. Waltham, MA |
| Jack & Ruby Taberner | W. Waltham, MA |
| Roberta Leveauz, Doreen Clark, Ann Wood | W. Waltham, MA |
| Leonard Thornhill, Vera Strodl Dowling, Dick Baxter-Jones | W. Waltham, MA |
| Opal Anderson, Nora Quaife, Maurice Looker | W. Waltham, MA |
| Ruth Ballard | W. Waltham, MA |
| Eric and Yvonne Brown, A.T.A. Treasurer | W. Waltham, MA |
| John Vine | W. Waltham, MA |
| Diana Barnato Walker | W. Waltham, MA |
| Skindles Hotel Maidenhead | W. Waltham, MA |
| Riviera Hotel Maidenhead | W. Waltham, MA |
| Maidenhead Cemetery | W. Waltham, MA |
| Cherry Garden Lane | W. Waltham, MA |
| Altmore House, Former A.T.A. Records and Administration Building | W. Waltham, MA |
| A.T.A. Headquarters at Whitewaltham, (Neglected & Forlorn) | W. Waltham, MA |
| Ernest Gasser's Grave | Bewdly Churchyard, Midlands |
| George Holcomb's Grave | Whitehaven (Near St. Bees Head, Carlisle) |
| Kirkbride Aerodrome | near Carlisle |
| Elgin and the former Gordon Arms Hotel where A.T.A. were billeted | North Scot |
| Lossiemouth R.A.F. Station | North Scot |
| Site of B747 Crash,12/21/88 | Lockerbie, Scotland |
| Mary Stern | CA |
| Roy Wimmer | UT |
| Vic & Hazel Pieper | CO |
| Bill Reisert | NJ |
| Former Mitchell Army Air Corps Field, where Heering received 2nd LT. in 1939 | NY |
| Jane Plant Spencer | MD |
| Steve Wedge | NC |
| Robert O. Gragg | TN |
| Walter Rosenfield, Jr. | FL |
| Paul Lowman | FL |
| Howard Trunnell | FL |
| Isy Lashmore | FL |
| Herbert Termain | KS |
| Grace Stevenson | OK |
| Earl Grigsby | CA |
| Hubert "Tim" Timmermans | CA |
| Carl Stanley Wiss | CA |
| Marvin "Alabam" Dunlavy | CA |
| Diana Barnato Walker | UK |
| Spitfire & Hurricane | RAF Biggin Hill |
| Wm. Noel Estes' Grave | Skylane Cem., Orpington |
| John Jordan, Holme Mills | UK |
| Prestwick Cemetery/Aerodrome | UK |
| Boswells' Home in Ayr, where Heering and Somogy Billetted | UK |
| Horne Grange, Diana Barnato-Walker, Opal Anderson, Roberta Leveaux, Anna Leska, Margot "Chile" Duhalde, Ruth Ballard | UK |
| RAF Station/Air Show | Lyneham, UK |
| Winnifred Beasley, Patrick & Dennis | NM |
| Whitewaltham Mem. Aerodrome, U.S.A. Museum and Memorial Dedication | PA |

One of the first "celebrities" to visit the airport after I became manager was "The Flying Grandmother." Portions of the newspaper article, which appeared in the Journal Gazette on June 7, 1942 follow:

> "THE FLYING GRANDMOTHER" of nation-wide fame, piloting her own plane and traveling alone, as she usually does, was a visitor at Smith Municipal Airport Saturday. The well-known woman flyer, Mrs. W.C. Rufus, 62, of Ann Arbor, Michigan, was greeted by Robert Schott, new manager of the airport.
>
> Mrs. Rufus was en route to Anderson to participate in the Navy celebration being held in that city today. She landed her Cub Coupe at Smith Airport at about noon yesterday and, in true feminine style, was seen to put on her hat first and do a little "primping" before stepping out of the cockpit. After enjoying lunch, Mrs. Rufus took off for Anderson at 1:30.
>
> Mrs. Rufus first came into real prominence last year when she flew from Chicago to Denver to attend a sectional meeting of the "Ninety-Niners," a women's organization of the National Aeronautical Association. After the meeting had closed, she flew to El Paso, Los Angeles, and then to the State of Washington where her parents reside. Mrs. Rufus took her father, 91, on a plane ride from Boeing Field, Seattle.
>
> The Ann Arbor woman, wife of a University of Michigan professor, has been flying three years and holds a private pilot's license. She has accumulated 360 hours of flying time. She explains that she would have had even more hours, but was unable to fly for four months following the outbreak of war.
>
> Her Cub Coupe is powered by a 65 HP engine and is radio-equipped. She plans to fly to Washington, D.C. before returning to Ann Arbor.

## Plans for Regional Meeting of Airport Managers Begin to Take Shape

I had not been Airport Manager very long before questions about policies and procedures began to come up:
*Do other airports give the Weather Bureau and the C.A.A. free rent?*

*What kind of contract do they have with the air lines?*

*How much should be charged for hangar rent?*

*How much to charge for tie down?*

*What rate do they have on gasoline, and do operators of flying services get a break on purchases of gasoline?*

*How do they handle snow removal?*

*Are the hangars heated like ours, or is there a more efficient way?*

I wondered if other airports, especially Michigan, Ohio and Indiana, were running into these same questions, and how were they handling them?

I went to the Board of Aviation with the idea of having a Regional Airport Managers' Meeting in Ft. Wayne. They thought it was a good idea, so the first Airport Managers' Meeting was a "go."

# AIRPORT MANAGERS' MEETINGS

After receiving approval from the Aviation Board to go ahead and plan our first Airport Managers' Meeting, I made up a tentative program, set a date and sent out invitations to the airport managers in the neighboring states. As it turned out, everyone else *was* dealing with the same questions I had and were very interested in coming to the program.

I was taken by surprise when Charles Stanton, head of all of aviation in Washington, D.C., sent in his reservation. I certainly had not expected him to be interested in our little gathering. It was too late to print him in the program, but we did a little rescheduling. He was one grand fellow—one of the best.

The meeting was held at the Anthony Hotel in Ft. Wayne on February 18 & 19, 1944.

We charged $5.00 for the entire program as entry fee. All meals were free, being sponsored by various oil companies and airlines. A tour of the breweries was made on Friday night. A complete court reporter's copy of the entire program was prepared, including a listing of all who attended, and was sent out after the program to all 164 participants.

It was a great success, far beyond what anyone had imagined. We had managers not only from the three surrounding states, but from all over the United States.

**Part of the welcome given at the Noon Luncheon by Mr. Robert H. Klaehn, President of the Board of Aviation Commissioners:**

*"Ladies and Gentlemen:*

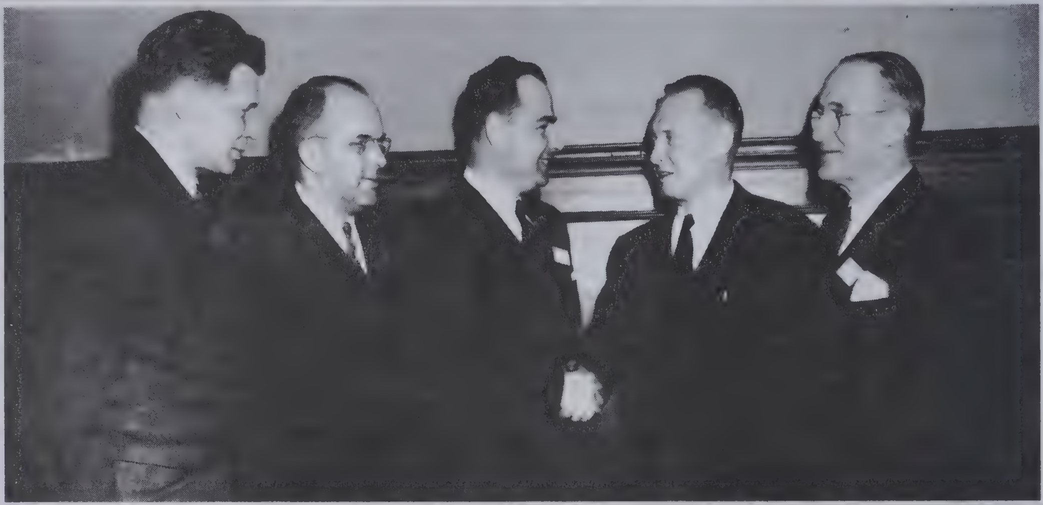
*I see that someone else is interested in aviation besides Ft. Wayne. Several months ago, the Board of Aviation Commissioners and our manager, Bob Schott, were discussing some of the post-war plans and we thought that probably the best way that we could get a few ideas was to invite a few of the airport managers from the central states. How the baby has grown! Here you are from each coast and north and south and still some more to come.*

*Ft. Wayne acquired its first airport in 1925 and a member of the committee that was instrumental in selling the city dads on purchasing this airport is none other than our present mayor who is probably more interested in aviation than any of the city officials we have ever had in Ft. Wayne...So I give you our mayor, the Honorable H.W. Baals."*

Mayor Baals:

*"One of the pleasant duties and privileges of a mayor is to extend the welcome to our city to visiting guests and groups who assemble here. During the past nine years I have had occasion to extend that welcome to many groups...but in this particular instance, this group is assembled for the purpose of discussing problems which are vital, not only to the profession of aeronautics, but to communities, to cities particularly, and to our nation; so in this instance, words fail me to extend to you a suitable welcome.*

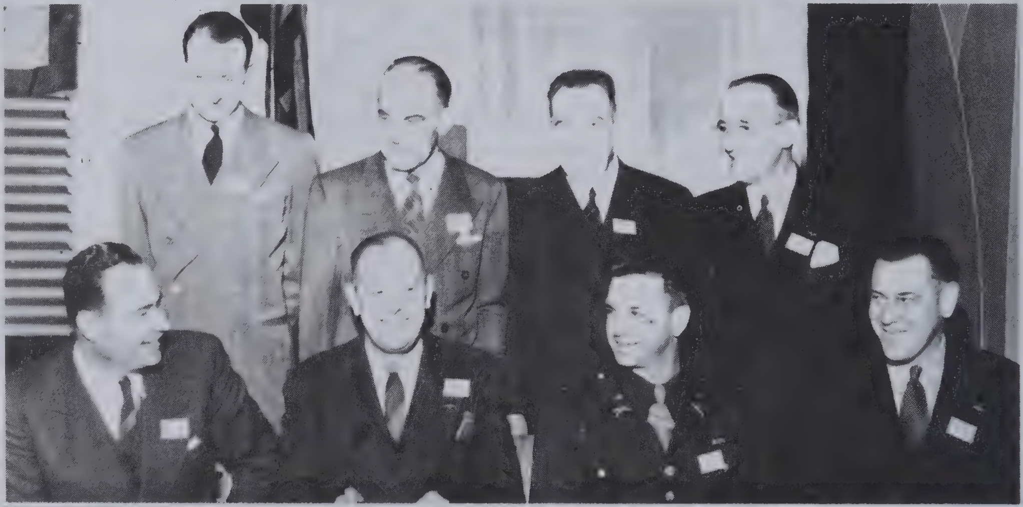
*I think it is a grand compliment to Bob Schott and others and to you men that such a large crowd would be assembled here at Ft. Wayne and accept the invitation to discuss the very interesting problems and subjects that I find are arranged for on the program."*



## AIR OFFICIALS GATHER HERE

*(The News-Sentinel - February 19, 1944)*

Airport managers, C.A.A. officials and airline executives gathered at the Hotel Anthony Friday for the start of a two-day conference on airport problems. C. I. Stanton of Washington, Civil Aeronautic Administration administrator, is shown above being greeted by Robert T. Schott, manager of Smith Municipal Airport here. From left to right are: John Groves of Washington, director of the division of operations, Air Transport Association; Louis R. Inwood of Kansas City, executive assistant of Transcontinental & Western Air, Inc.; Mr. Schott, Mr. Stanton, and J. Kirk Baldwin of Washington, airport consultant of the C.A.A.



AIRPORT MANAGERS' BANQUET - FEBRUARY 18, 1944

Seated, left to right: Bob Schott, Smith Municipal Airport manager and general chairman; Dudley Steele, Burbank, Calif.; Lt. T. F. Hathaway, Akron, Ohio; Don W. Martin, Detroit. Standing: George M. McSherry, Dayton, Ohio; John H. Gray, Atlanta, Ga.; Alfred McDonald, Wichita, Kan., J. Kirk Baldwin, C.A.A. representative from Washington, D.C.

# REGISTRANTS FOR MIDWEST AIRPORT MANAGERS' MEETING - 1944

| | | |
|---|---|---|
| Anderson, B. H. | Socony Vacuum Oil Co. | New York, NY |
| Arn, Eddie | Manager, Sullivant Airport | Columbus, OH |
| Averill, R. N. | Penn Central Airplines | Washington, DC |
| Baker, George F. | Dir. of Service & Building | Dayton, OH |
| Baker, W. L. | Socony Vacuum Oil Co. | New York, NY |
| Baldwin, J. Kirk | Airport Mgmt. Consultant, C.A.A. | Washington, DC |
| Bassi, A. B. | Socony Vacuum Oil C. | Chicago, IL |
| Bates, R. V. | Gulf Refining Co. | South Bend, IN |
| Baughman, Robert M. | Penn Central Airlines | Chicago, IL |
| Behrens, Jack | C. A. A. Inspector | South Bend, IN |
| Bermingham, P. E. | Socony Vacuum Oil Co. | New York, NY |
| Bodwell, Frank | American Air Lines | Indianapolis, IN |
| Boelson, M. E. | Manager, Municipal Airport | Evansville, IN |
| Brackstone, Neil | Manager, Capitol City Airport | Lansing, MI |
| Bramley, Eric | American Aviation Magazine | Washington, DC |
| Briegel, Clyde A. | U-C-Lite | Washington, DC |
| Brunner, Henry J. | Aviation Committee, C. of C. | Ft. Wayne, IN |
| Bryant, Russ C. | T. W. A., Inc., Dist. Traffic | Ft. Wayne, IN |
| Bunting, C. A. | Aviation Div., Bowser, Inc. | Ft. Wayne, IN |
| Chase, J. M. | Aero Insurance Underwriters | New York, NY |
| Clement, Edward J. | Aviation Maintenance Magazine | New York, NY |
| Cole, Clyde E. | Manager, Flint Airport | Flint, MI |
| Conner, James F. | Aero Insurance Underwriters | Chicago, IL |
| Conover, Harvey | Aviation Maintenance Magazine | New York, NY |
| Crago, Ken | American Air Lines | Chicago, IL |
| Crum, Lonnie | Manager, Newcastle Airport | Newcastle, IN |
| Crush, Howard E. | Manager, Lunken Airport | Cincinnati, OH |
| Culbert, A. | American Air Lines | New York, NY |
| Davis, R. E. | Goodyear Tire & Rubber Co. | Akron, OH |
| Dennen, Frank | Gulf Oil Company | Toledo, OH |
| Dillingham, H. J. | Rochester Flying Service | Rochester, IN |
| Duffy, N. E. | Director, Buffalo Airport | Buffalo, NY |
| Fletcher, Douglas E. | Parks Air College | E. St. Louis, IL |
| Foley, E. J. | American Air Lines | New York, NY |
| Geng, F. J. | Airport Director, Holman Field | St. Paul, MN |
| Goss, Lew W. | T. W. A., Inc. | Kansas City, MO |
| Gracey, Martin | Graham Aviation | Pittsburgh, PA |

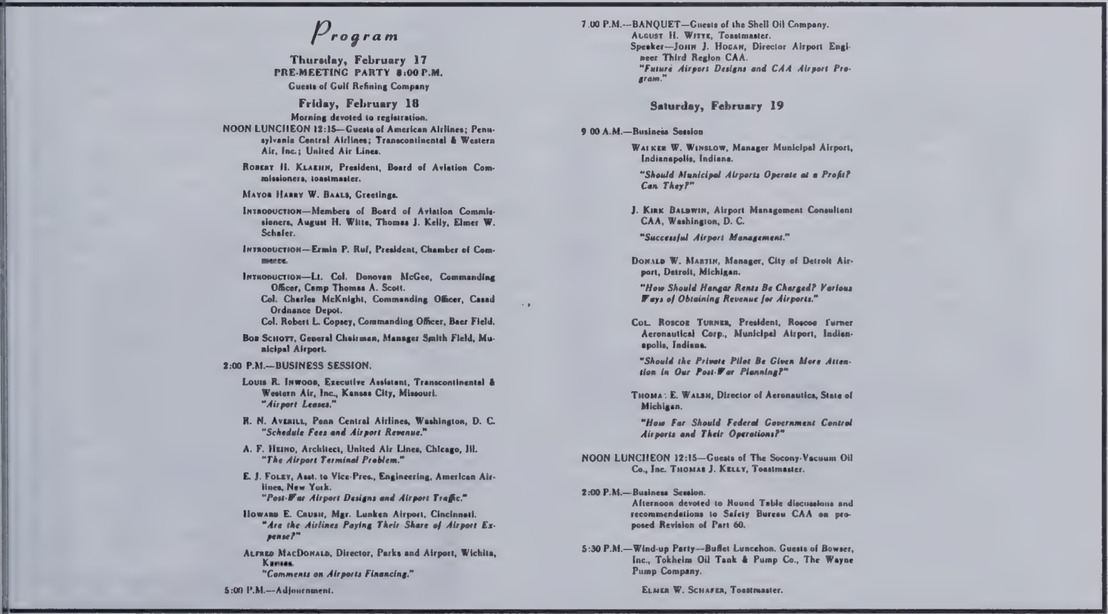
| | | |
|---|---|---|
| Graf, Lt. Col. | Cased Ordinance Depot | Ft. Wayne, IN |
| Gray, John J. | Manager, Municipal Airport | Atlanta, GA |
| Gross, Lou (M/M) | National Airport | Toledo, OH |
| Grosvenor, P. W. | Sales Dept., Bowser, Inc. | Ft. Wayne, IN |
| Groves, John | Air Transport Assoc. | Washington, D. C. |
| Hall, Ralph J. | The Texas Company | Chicago, IL |
| Hammond, G. J. | Shell Oil Company | Chicago, IL |
| Hammond, L. D. | Director, Minneapolis Airport | Minneapolis, MN |
| Harris, J. S. | Shell Oil Company | New York, NY |
| Hatch, George | Manager, National Airport | Toledo, OH |
| Hathaway, Lt. T. F. | Manager, Akron Airport | Akron, OH |
| Hayes, A. E. | Socony Vacuum Oil Co. | Ft. Wayne, IN |
| Head, Edgar L. | Railway Express Agency | Chicago, IL |
| Heino, A. F. | United Air Lines | Chicago, IL |
| Hiebsch, Vincent F. | City Attorney | Wichita, KS |
| Hoffman, A. M. | Manager, James Clemens Airport | Bay City, MI |
| Holman, S. C. | Socony Vacuum Oil Co. | St. Louis, MO |
| Horton, Robert R. | The Heil Company | Milwaukee, WI |
| Hutchison, Floyd | Exec. Sec., Chamber of Commerce | Newcastle, IN |
| Inwood, Louis R. | T. W. A., Inc. | Kansas City, MO |
| Ison, N. B. | American Air Lines | Chicago, IL |
| Jesse, J. B. | Socony Vacuum Oil Co. | New York, NY |
| Johnson, Clare A. | Exec. Sec., Chamber of Commerce | Ft. Wayne, IN |
| Johnson, Martin D. | Aviation Committee, Ch. of Com. | Ft. Wayne, IN |
| Johnson, Worth | Station Mgr., T. W. A., Inc. | Ft. Wayne, IN |
| Kelly, Thomas J. | Board of Aviation Commissioners | Ft. Wayne, IN |
| Kerr, J. C. | Otto Aviation Corporation | Bloomfield, NJ |
| Klaehn, Robert H. | Board of Aviation Commissioners | Ft. Wayne, IN |
| Knapke, Norbert B. | Mgr., Industrial Dept., Ch. of Com. | Ft. Wayne, IN |
| Knapp, Bruce | Aviation Maintenance Magazine | Chicago, IL |
| Knoll, Frank T. | Socony Vacuum Oil Co. | Chicago, IL |
| Korte, W. C. | Korte Brothers | Ft. Wayne, IN |
| Law, Hervey F. | Mgr., Washington National Airport | Washington, DC |
| Leech, Russell M. | Councilman, City of Buffalo | Buffalo, NY |
| Leitz, Ray | Chairman, Finance Committee | Decatur, IN |
| Lenkard, Jack | Gulf Oil Corporation | Pittsburgh, PA |
| Lindsey, Tom | American Aviation Magazine | Washington, DC |

| | | |
|---|---|---|
| Luke, W. F. | Manager, Schenectady Airport | Schenectady, NY |
| McCollum, C. E. | T. W. A., Inc. | Chicago, IL |
| McDevitt, D. L. | Ohio Inst. of Aeronautics | Columbus, OH |
| McDowell, C. W. | Shell Oil Company | Ft. Wayne, IN |
| McGee, Lt. Col. | Camp Thomas A. Scott | Ft. Wayne, IN |
| McSherry, George M. | Manager, Municipal Airport | Dayton, OH |
| McSurely, Alex | Aviation News | Dayton, OH |
| MacDonald, Alfred | City of Wichita Airport | Wichita, KS |
| Maier, William D. | Councilman, City of Buffalo | Buffalo, NY |
| Martin, Don W. | Manager, City of Detroit Airport | Detroit, MI |
| Mast, B. P. | Aviation Maintenance Magazine | Chicago, IL |
| Maston, C. H. | Socony Vacuum Oil Co. | Indianapolis, IN |
| Mather, Arlo | Manager, Mather Airport | Cleveland, OH |
| Maulcook, J. R. | Austin-Western Road Machine Co. | Aurora, IL |
| Meyers, Allen H. | Meyers Aircraft Co. | Tecumseh, MI |
| Moore, Pat | American Assoc. of Airport Exec. | Peoria, IL |
| Morris, J. E. | Chairman, Airport Committee | Decatur, IN |
| Morris, W. L. | Tokheim Oil Tank & Pump Co. | Ft. Wayne, IN |
| Nette, Roland R. | Socony Vacuum Oil Co. | Detroit, MI |
| Nuss, Melvin H. | Manager, Municipal Airport | Reading, PA |
| Olson, Earl O. | Manager, Duluth Airport | Duluth, MN |
| Outcelt, Wayne & Helen | Rochester Flying Service | Rochester, IN |
| Owings, Z. P. | Shell Oil Co. | Indianapolis, IN |
| Partyka, Casimer T. | Asst. Corp. Counsel, Buffalo | Buffalo, NY |
| Pastorius, Fred R. | T. W. A., Inc. | Chicago, IL |
| Porter, John P. | Standard Oil Co. of Ind. | Chicago, IL |
| Powell, F. E. | Socony Vacuum Oil Co. | New York, NY |
| Quillian, C. B. | Goodyear Tire & Rubber Co. | Dayton, OH |
| Read, Robert C. | General Airport Co. | New York, NY |
| Rhees, A. W. | Tokheim Oil Tank & Pump | St. Louis, MO |
| Romy, Fred | Aviation Committee, Ch. of Com. | Ft. Wayne, IN |
| Ruf, Ermin P. | President, Chamber of Commerce | Ft. Wayne, IN |
| St. John, Robert | Manager, Tri-City Airport | Johnson City, TN |
| Schafer, H. A. | Airport Manager, Saginaw | Saginaw, MI |
| Schellie, K. L. | Indiana Economic Council | Indianapolis, IN |
| Schlesselman, Harold | Manager, Mankato Airport | Mankato, MN |
| Schott, Robert | Manager, Smith Airport | Ft. Wayne, IN |

| | | |
|---|---|---|
| Schupp, Roger E. | Manager, Bowmann Standiford Airports | Louisville, KY |
| Shank, Robert | President, Hoosier Airport | Indianapolis, IN |
| Shockley, Clyde E. | Manager, Muncie Airport | Muncie, IN |
| Snyder, S. S. | Portland Cement Assoc. | Indianapolis, IN |
| Soehner, Bob | C. A. A. Inspector | Indianapolis, IN |
| Steele, Dudley | Manager, Lockheed Air Terminal | Burbank, CA |
| Strauss, A. M. | Aviation Committee, Ch. of Com. | Ft. Wayne, IN |
| Strauss, M. B. | Socony Vacuum Oil Co. | St. Louis, MO |
| Stump, Herbert | Northway Flying Service | Columbus, OH |
| Sullivan, Verne R. | U. S. Chamber of Commerce | Washington, DC |
| Swaney, Frank | Swaney Airport | E. Liverpool, OH |
| Swenson, Don | Manager, Rochester Airport | Rochester, MN |
| Sutton, John L. | Delta Air Lines | Atlanta, GA |
| Thomas, A. E. | Manager, Des Moines Airport | Des Moines, IA |
| Turner, W. D. | Shell Oil Company | Indianapolis, IN |
| Ulinski, John A. | Commissioner of Parks | Buffalo, NY |
| VanAllen, Capt. J. W. | Chairman, Airport Board | Buffalo, NY |
| Wakefield, Dean | Manager, Huntington Airport | Huntington, IN |
| Warren, D. L. | Manager, Bendix Field | South Bend, IN |
| White, F. M. | Shell Oil Co. | Albany, NY |
| Winslow, Walker | Manager, Municipal Airport | Indianapolis, IN |
| Witte, August | Board of Aviation Commissioners | Ft. Wayne, IN |
| Wood, John W. | Port of New York Authority | New York, NY |
| Woodbury, A. B. | Parks Air College | E. St. Louis, IL |
| Woolsey, William | American Air Lines | Cincinnati, OH |
| Wotring, Ray | National Airport | Toledo, OH |
| Yonk, E. J. | Socony Vacuum Oil Co. | Milwaukee, WI |
| Zisler, Lyle F. | Byrne Doors, Inc. | Detroit, MI |
| Zook, Robert E. | Penn. Aeronautics Com. | Johnstown, PA |

*(See Supplement on Next Page)*

| SUPPLEMENT: | | |
|---|---|---|
| Aldrich, Bob | Metropolitan Airports Com. | St. Paul, MN |
| Alley, Fred C. | Manager, Charleston Airport | Charleston, WV |
| Arquett, Ben | Manager, Lima Airport | Lima, OH |
| Brown, John | Aviation Board | Louisville, KY |
| Clayton, A. W. | Mgmt. Eng., Goodyear Aircraft | Akron, OH |
| Dreisbach, Clyde | Aviation Committee, Ch. of Com. | Ft. Wayne, IN |
| Gamsjager, G. | Turner Aeronautical Corp. | Indianapolis, IN |
| Heaton, Roy | Manager, Reynolds Field | Jackson, MI |
| Keene, Archie T. | Aviation Committee, Ch. of Com. | Ft. Wayne, IN |
| Richards, Charles D. | Manager, Municipal Airport | Marion, IN |
| Rohn, Dwight | Manager, Municipal Airport | Peoria, IL |
| Skadron, Jack | Skadron Business College | Ft. Wayne, IN |
| Stanton, Charles I. | C. A. A. Administrator | Washington, DC |
| Swihart, D. L. F. | Sec., Elkhart Airport Devel. Corp. | Elkhart, IN |
| Wells, G. R. | Tokheim Oil Tank & Pump Co. | Ft. Wayne, IN |
| Wheeler, Jim L. | Aviation Supervisor, Shell Oil Co. | St. Louis, MO |
| Whittenberger, John | Manager, Potential Airport | Wabash, IN |
| Willcox, Phil | Vice Pres., United Air Lines | Chicago, IL |
| Wolf, Paul C. | Ft. Wayne City Council Aviation Com. | Ft. Wayne, IN |



## *Program*

**Thursday, February 17**
**PRE-MEETING PARTY 8:00 P.M.**
Guests of Gulf Refining Company

**Friday, February 18**
Morning devoted to registration.

NOON LUNCHEON 12:15—Guests of American Airlines; Pennsylvania Central Airlines; Transcontinental & Western Air, Inc.; United Air Lines.

Robert H. Klaehn, President, Board of Aviation Commissioners, toastmaster.

Mayor Harry W. Baals, Greetings.

Introduction—Members of Board of Aviation Commissioners, August H. Witte, Thomas J. Kelly, Elmer W. Schafer.

Introduction—Ermin P. Ruf, President, Chamber of Commerce.

Introduction—Lt. Col. Donovan McGee, Commanding Officer, Camp Thomas A. Scott.
Col. Charles McKnight, Commanding Officer, Casad Ordnance Depot.
Col. Robert L. Copsey, Commanding Officer, Baer Field.

Bob Schott, General Chairman, Manager Smith Field, Municipal Airport.

2:00 P.M.—BUSINESS SESSION.

Louis R. Inwood, Executive Assistant, Transcontinental & Western Air, Inc., Kansas City, Missouri.
*"Airport Leases."*

R. N. Averill, Penn Central Airlines, Washington, D. C.
*"Schedule Fees and Airport Revenue."*

A. F. Heino, Architect, United Air Lines, Chicago, Ill.
*"The Airport Terminal Problem."*

E. J. Foley, Asst. to Vice-Pres., Engineering, American Airlines, New York.
*"Post-War Airport Designs and Airport Traffic."*

Howard E. Crush, Mgr. Lunken Airport, Cincinnati.
*"Are the Airlines Paying Their Share of Airport Expense?"*

Alfred MacDonald, Director, Parks and Airport, Wichita, Kansas.
*"Comments on Airports Financing."*

5:00 P.M.—Adjournment.

7.00 P.M.—BANQUET—Guests of the Shell Oil Company.
August H. Witte, Toastmaster.
Speaker—John J. Hogan, Director Airport Engineer Third Region CAA.
*"Future Airport Designs and CAA Airport Program."*

**Saturday, February 19**

9 00 A.M.—Business Session

Walker W. Winslow, Manager Municipal Airport, Indianapolis, Indiana.

*"Should Municipal Airports Operate at a Profit? Can They?"*

J. Kirk Baldwin, Airport Management Consultant CAA, Washington, D. C.

*"Successful Airport Management."*

Donald W. Martin, Manager, City of Detroit Airport, Detroit, Michigan.

*"How Should Hangar Rents Be Charged? Various Ways of Obtaining Revenue for Airports."*

Col. Roscoe Turner, President, Roscoe Turner Aeronautical Corp., Municipal Airport, Indianapolis, Indiana.

*"Should the Private Pilot Be Given More Attention in Our Post-War Planning?"*

Thomas E. Walsh, Director of Aeronautics, State of Michigan.

*"How Far Should Federal Government Control Airports and Their Operations?"*

NOON LUNCHEON 12:15—Guests of The Socony-Vacuum Oil Co., Inc. Thomas J. Kelly, Toastmaster.

2:00 P.M.—Business Session.
Afternoon devoted to Round Table discussions and recommendations to Safety Bureau CAA on proposed Revision of Part 60.

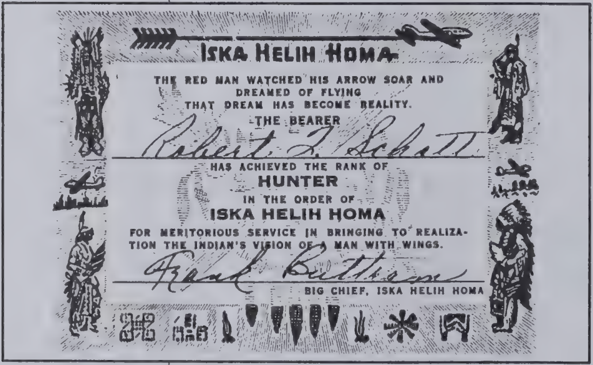
5:30 P.M.—Wind-up Party—Buffet Luncehon. Guests of Bowser, Inc., Tokheim Oil Tank & Pump Co., The Wayne Pump Company.

Elmer W. Schafer, Toastmaster.

# NATIONAL AVIATION CLINIC - OKLAHOMA

Shortly after the Airport Managers' Meeting in Ft. Wayne I heard from Robert D. Kerr, Governor of the State of Oklahoma. He congratulated me on the success of the Ft. Wayne meeting and asked that I come to Oklahoma and help with the second National Aviation Clinic to be held in November, 1944. This would cover all phases of aviation, and not just airports.

For my participation in the Clinic I was awarded a Commission as a Consulting Contributor and was also granted the rank of "Hunter" in the Order of *Iska Helih Homa.* These people took aviation seriously!



**ISKA HELIH HOMA**

THE RED MAN WATCHED HIS ARROW SOAR AND
DREAMED OF FLYING
THAT DREAM HAS BECOME REALITY.
THE BEARER

Robert L. Schott

HAS ACHIEVED THE RANK OF
**HUNTER**
IN THE ORDER OF
**ISKA HELIH HOMA**

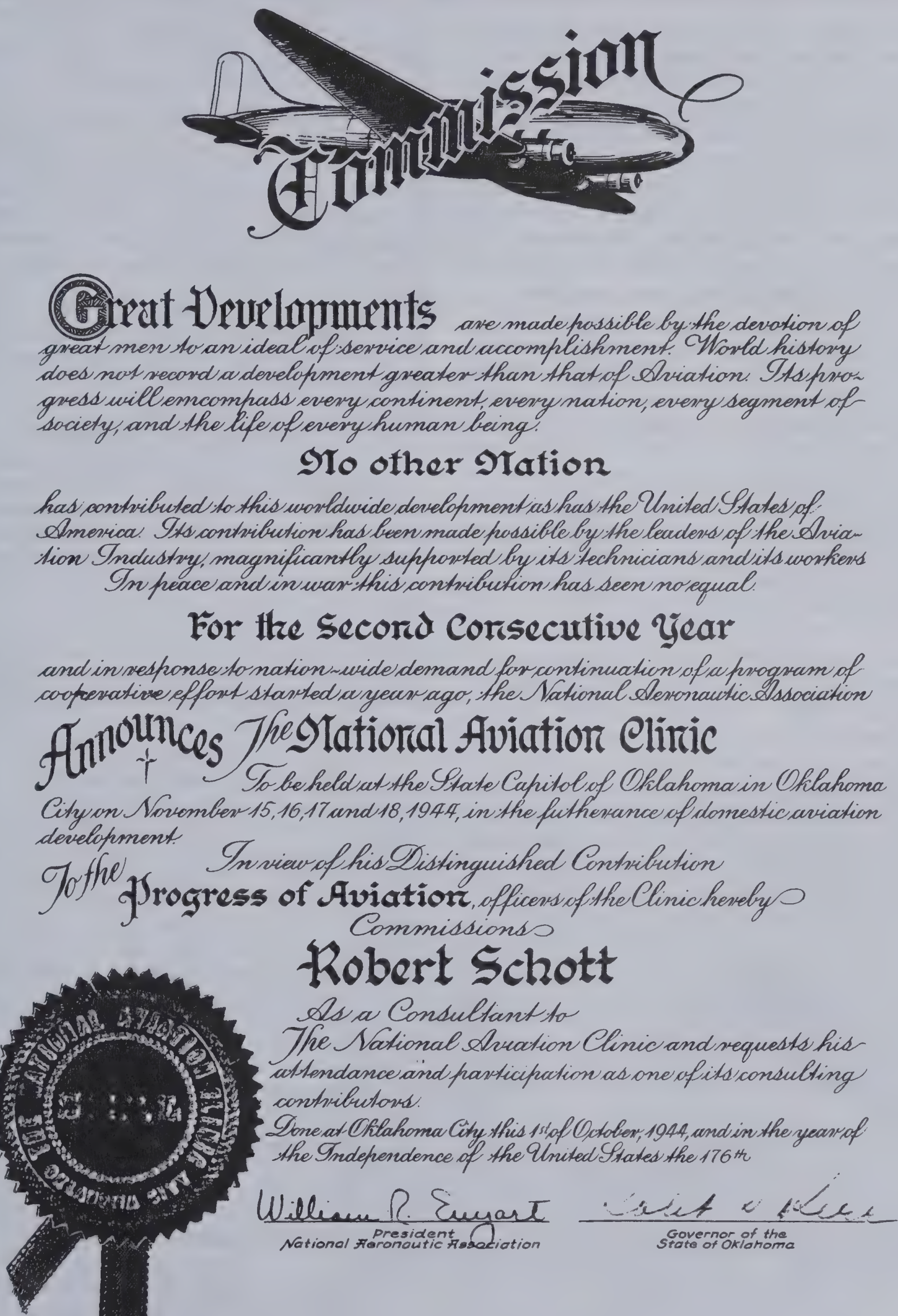
FOR MERITORIOUS SERVICE IN BRINGING TO REALIZATION THE INDIAN'S VISION OF A MAN WITH WINGS.

Frank Buttram

BIG CHIEF, ISKA HELIH HOMA

## *PLEDGE*

*On my honor as a man, and as a participant in the great aviation industry, I promise that as a member of ISKA HELIH HOMA, in my relations with my fellows within the industry, and as a representative of the industry in its relations with the great public which it serves, will at all times preserve and conform to the courageous and loyal spirit of the redman who before me watched the arrow soar through the sky and hoped some time, like it, to emulate the bird; that I will maintain the integrity of my work; that I will deal honorably with my fellow craftsmen; that I will always be mindful of my obligation to the public which I serve and to those who participate with me in that service; that I will be brave and persistent and confident in the development and expansion of this industry and of its service to mankind, being assured that its ultimate development will be the greatest bond between nations and peoples, and the firmest guarantee to the future world of peace and brotherhood among men.*



# Commission

**Great Developments** are made possible by the devotion of great men to an ideal of service and accomplishment. World history does not record a development greater than that of Aviation. Its progress will emcompass every continent, every nation, every segment of society, and the life of every human being.

## No other Nation

has contributed to this worldwide development as has the United States of America. Its contribution has been made possible by the leaders of the Aviation Industry, magnificantly supported by its technicians and its workers. In peace and in war this contribution has seen no equal.

## For the Second Consecutive Year

and in response to nation-wide demand for continuation of a program of cooperative effort started a year ago, the National Aeronautic Association

## Announces The National Aviation Clinic

To be held at the State Capitol of Oklahoma in Oklahoma City on November 15, 16, 17 and 18, 1944, in the futherance of domestic aviation development.

In view of his Distinguished Contribution To the **Progress of Aviation**, officers of the Clinic hereby Commissions

## Robert Schott

As a Consultant to The National Aviation Clinic and requests his attendance and participation as one of its consulting contributors.

Done at Oklahoma City this 1st of October, 1944, and in the year of the Independence of the United States the 176th

William R. Enyart
President
National Aeronautic Association

Governor of the
State of Oklahoma

I did not understand the impact that the Airport Managers' Meeting would have on my future until I started getting calls a few weeks later. Colonel Roscoe Turner, who had a big operation in Indianapolis, called to ask if I would take the position of Director of Aviation in the State of Indiana. He offered a salary of $6,000 and I told him I would think it over. Shortly after his call, I heard from Charles Stanton, head of aviation in Washington, D.C. He offered me to be the manager of a new airport that was being built in Baltimore. That salary would be $7,000. Again, I said I would consider it.

In a couple of weeks I got a call from Harvey Conover in New York, head of Conover-Mast Publications. He asked if I would come and manage their Cleveland aviation department. He suggested I call and discuss it with Bud Mast in the Chicago office. I called him and later went over to Chicago to talk things over. I told him about the other offers and he said they would be happy to pay $6,00 but could not match the $7,000. He reminded me that the other offers were political positions, which meant that if the other party won I could be out of a job. After thinking it over, I accepted the job for $6,000.

When I returned to Ft. Wayne I told Bob Klaehn (head of the board of aviation) and Mayor Hosey that I would be leaving. They had a meeting and offered to raise my salary from $2,800 to $4,000 per year. This was very tempting, as I really enjoyed the airport manager's job, so I called Bud Mast and told him I had decided to stay in Ft. Wayne. He said he would tell Mr. Conover and that I would probably be hearing from him. Within ten minutes I had a call from Mr. Conover. He asked what it would take for me to accept the Cleveland job. I paused for a little bit and then told him it would take $8,000. He said he would think it over and call me by 4:00 that afternoon. At ten minutes before four o'clock he called and said they would pay me $8,000—BUT NO MORE FOOLING AROUND! I was to be in Cleveland February 15th as their Cleveland manager. I assured him that I would be there.

So, as much as I enjoyed being the manager of the Ft. Wayne Municipal Airport, I could not pass up such a salary increase. It turned out to be a good decision, and one that I never regretted. I had many opportunities to increase my knowledge of the field of aviation, and I met many interesting people.

(Article from News-Sentinel - 1/18/45)

## SCHOTT RESIGNS AS MANAGER OF SMITH AIRPORT

### Will Leave Feb. 1 for Cleveland Post

Robert T. Schott, manager of Smith Municipal Airport since June, 1942 has resigned effective Feb. 1 to accept a position as Cleveland office manager for "Aviation Maintenance," national publication of Conover-Mast Corporation, Mayor H.W. Baals announced today.

Mr. Schott submitted his resignation to Robert H. Klaehn, president of the Board of Aviation Commissioners, and is to begin his new duties Feb. 1. His successor at Smith Field has not been chosen.

### To Work in Ohio, Pennsylvania

After a two-week stay at the New York City headquarters of Conover-Mast Corporation to familiarize himself with the firm and work, Mr. Schott will go to Cleveland in the middle of February, and is to take his wife and small son to Cleveland at that time. He will represent "Aviation Maintenance" in all of Ohio and Pennsylvania as far east as Pittsburgh.

The magazine deals chiefly with Army and Navy aviation maintenance. Mr. Schott will make regular contacts with Wright Field, Dayton, Ohio, and Lockbourne Air Base of the Navy at Columbus, Ohio .

### Gains National Recognition

Since becoming manager of Smith Field, Mr. Schott has achieved national recognition in aviation circles. He was on the program committee for a national aviation clinic at Oklahoma City last year and was appointed by Gov. Robert F. Kerr as an aerial ambassador of Oklahoma. Mr. Schott served as general chairman for a national airport managers' meeting in Ft. Wayne last February 18 & 19. He is active in the American Association of Airport Executives and National Aeronautics Association, and is a member of the Indiana Hangar of the Quiet Birdmen and of the Chamber of Commerce aviation committee.

Mr. Schott served as president of the Ft. Wayne Aero Club in 1933 and 1936, and has conducted a weekly radio program entitled "Hangar Flying" over WGL during the last seven years. He has been active in aviation here since 1927, and owned his own plane for two years. Mr. Schott was a district supervisor of carrier salesmen for The News-Sentinel until he became manager at Smith Field.

He is an elder of Emmaus Lutheran Church and chairman of the church's Men's Club program committee. He is on the Y.M.C.A. boys' central committee.

## CLEVELAND CONOVER-MAST

I resigned the Airport Manager's position to accept a position with the Conover-Mast Corporation based in Cleveland, Ohio. I became their Western Representative for "Aviation Maintenance & Operations" magazine.

This nation-wide publication dealt with aircraft and airport management, sales, and operations. As we had discovered at the first Airport Managers' Meeting in Ft. Wayne, there was a great need to share information about all areas of aviation, and to bring about some consistency in how airports were managed throughout the country. "Aviation" magazine provided a "clearing house" for information dealing with airlines, safety, communications systems, maintenace & inspections, pilot training, as well as new product information and editorials dealing with issues of the day.

Cleveland was a much larger city than Ft. Wayne but it was laid out nice with a good traffic pattern, which made it easy to get in and out of the main business district. Aviation was very active in many ways, including a modern airport, a nice large AERO Club, and of course it was the home of the National Air Races. I enjoyed working with all of them.

### *NATIONAL AIR RACES*

I worked with Cliff Henderson who had a full time job keeping the National Air Races going. I was given an Official Photographer arm band and had the run of the field. This gave me the opportunity to get acquainted with many of the pilots traveling through the area. I met Jimmy Doolittle in October, 1945. The Aero Club had a banquet for him and he told some of his experiences.

### *JIMMY DOOLITTLE*

Jimmy Doolittle was a much-decorated war hero as well as achieving honors as a civilian. In 1922, he was awarded the Distinguished Flying Cross for accomplishing a one-stop flight from Pablo Beach, Florida to San Diego, California in 22 hours and 30 minutes—an extraordinary achievement with the equipment available at that time. In addition to his combat achievements, he helped ad-

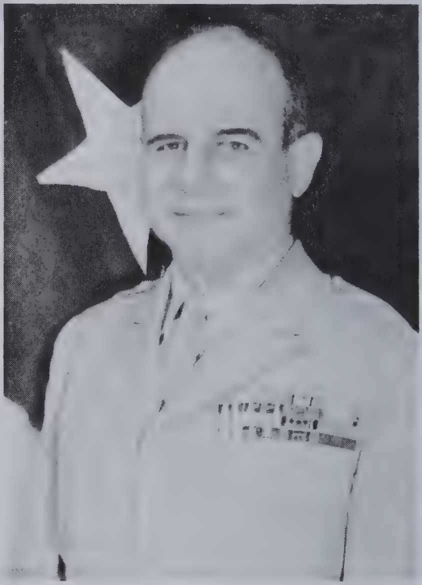
CLEVELAND AERO CLUB BANQUET
HONORING JIMMY DOOLITTLE - 1945
(Robert Schott sitting at extreme upper left of photo)

vance aviation in the areas of instrument flights, aircraft acceleration, and numerous tests on experimental airplanes. On one such test in Chile, South America (1926) he broke both ankles, but put his plane through the demonstration with his ankles in casts.

As a civilian he won the Bendix Trophy Race from Burbank, California to Cleveland, Ohio in 1931. In his red and white Gee Bee Super-Sportster he was the winner of the Thompson Trophy Race in 1932 with a speed averaging 252.68 miles per hour (a record which stood until 1936). He also set the world's high-speed record for land planes in 1932.

FLIGHT TRAINING
NR2100

JIMMY DOOLITTLE
Standing by his Gee Bee Super Sportster
*(Jimmy autographed this photo for me; signature appears just to the right of where he is standing)*



GENERAL JAMES H. DOOLITTLE

He was ordered to active duty on July 1, 1940 and led the first aerial raid on the Japanese mainland when he commanded a squadron of Army bombers which bombed that island on April 18, 1942, for which he was awarded the Congressional Medal of Honor.

In November 1944 General Doolittle was awarded an Oak Leaf Cluster to the Distinguished Service Medal for *"exceptionally meritorious service to the Government in a duty of great responsibility while serving as Commanding General, Eighth Air Force, during the period of January 6, 1944 to October 15, 1944. Displaying inspiring leadership and professional skill, General Doolittle so directed his forces that the German Air Force was dealt a paralyzing blow prior to the successful invasion of the Continent."*

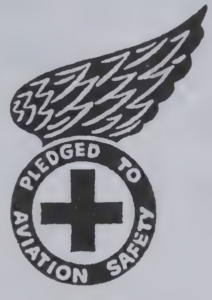
## NATIONAL SAFETY COUNCIL

I was assigned to the Chicago area for a brief time, where I was in charge of midwest advertising for "Aviation Age Magazine." I then returned to Cleveland to become manager of all the Conover-Mast magazines. I also got involved in the National Safety Council. I had heard of them but never knew too much about their operation. They called me from Chicago and asked if I could get an Aviation Safety Division organized. They had every other transportation division in place except aviation.

The National Convention was to be in Cleveland that year (1954). I told them I would see what I could do. So I called Brownie (C.E.A. Brown, Ohio Aviation Director) and asked what he thought about me getting involved. He told me it was a good idea. So I started to put some ideas together along the lines of aviation safety.

### TEN COMMANDMENTS FOR AVIATION SAFETY

1. I will obey all air safety laws.
2. I will taxi carefully and safely.
3. I will respect my own limitations as well as those of my aircraft.
4. I will keep my aircraft properly maintained.
5. I will make certain that the weather is suitable before starting on a flight.
6. I will be on the alert constantly for other aircraft.
7. I will not let false pride prevent me from turning back.
8. I will practice safety at all times.
9. I will promote safety by example.
10. I will obey the Golden Rule.



The Flying Green Cross symbol.

I made up a list of "Ten Commandments for Air Safety." These were short and easy to remember, like those in the Bible. They worked out fine and were well received. I also had the idea to have a "Flying Green Cross" campaign to promote safety among pilots and others who worked in the field of aviation. The decal could be affixed to pilots' tool boxes, instrument panels, or to anything having to do with maintenance and flying of aircraft. This would serve as a reminder to all who saw it that they had pledged themselves to aviation safety.

I chaired a committee consisting of two other men—Director Brown and Richard Allison, then executive officer of Superior Coach in Lima, Ohio. We criss-crossed the country selling $1 memberships in the "Flying Green Cross" and in a matter of months we had over a thousand active recruits. We knew that we had to reach individuals, not organizations, because only individuals could prevent an accident.

As word spread that an aviation division was being formed by the National Safety Council, I found that every division of aviation was interested in getting these standards and practices put in place for pilots and others involved in aviation operations. I heard from the military Top Brass, Corporate Pilots, and all the major airlines, including Eddie Rickenbacker who was president of Eastern Air Lines.

The "Flying Green Cross" became a symbolic insignia, representing a code of honor among the fraternity of those in the world of flight. It was a constant reminder to be safety conscious.

We received many reports that the system was working. Mechanics said that the green and gold wings on their tool boxes made them look a second time at finished maintenance work; line boys found that the insignia on the gas truck spurred them to extra care in servicing aircraft. Many pilots turned back or canceled trips in uncertain weather after one look at the bright cross on the instrument panel; fixed base operators and flight instructors reported the emblem had an inspirational effect on rental customers and students.

The Cleveland Conference turned out to be much bigger than the Airport Managers' Meeting we had in Ft. Wayne. Governor Frank Lausche officially proclaimed September 13-19, 1954 as the first All-Ohio Aviation Safety Week.

BOB SCHOTT AND CAPT. EDDIE RICKENBACHER
TALKING AVIATION SAFETY AT THE NATIONAL MEETING
CLEVELAND, OHIO - 1954

# CELEBRATING 50 YEARS OF FLIGHT IN AMERICA
# 1953

While I was in Cleveland the nation celebrated the 50th year of aviation. The Cleveland Aviation Club appointed me chairman. We had airplanes and displays all over the downtown section. We got Cleveland Tool to put a B-29 landing gear at the main bank downtown. We displayed full size planes all over the mall between downtown and the lake. It was a beautiful sight. There was so much enthusiasm and cooperation on special projects like this that it was fun to live and work in Cleveland.

CELEBRATING THE 50TH YEAR OF FLIGHT IN AMERICA - 1953
**Bob Schott (center) with Aviation Club President and Mayor Celebraze**

## MANUFACTURING & DISTRIBUTORS CONVENTION - DALLAS, TEXAS

As I was selling advertising for a national magazine, attending national conventions was one of my duties. The Manufacturing & Distributing Convention was one of the biggest in the industry. It was their plan to have a service store at every airport, much like the auto parts stores, with propellers, tires, mechanical equipment, etc. for sale. Air Associates, Firestone, and several others were really moving in.

I usually offered the hospitality room at the conventions. There was always a banquet on the last night, and this one happened to be on the Western theme. A buddy of mine suggested we go as Indians, so we rented the costumes, bought the paint, and he made us up to look very authentic. Just before the banquet, we situated ourselves in front of the stage and never made a move throughout the meal. Finally some of the girls had to find out what it was all about, and could not believe it was just us boys.

*(Bob is the Indian on the left in both photos)*

# MILITARY TRIPS

## NEW YORK - 1951

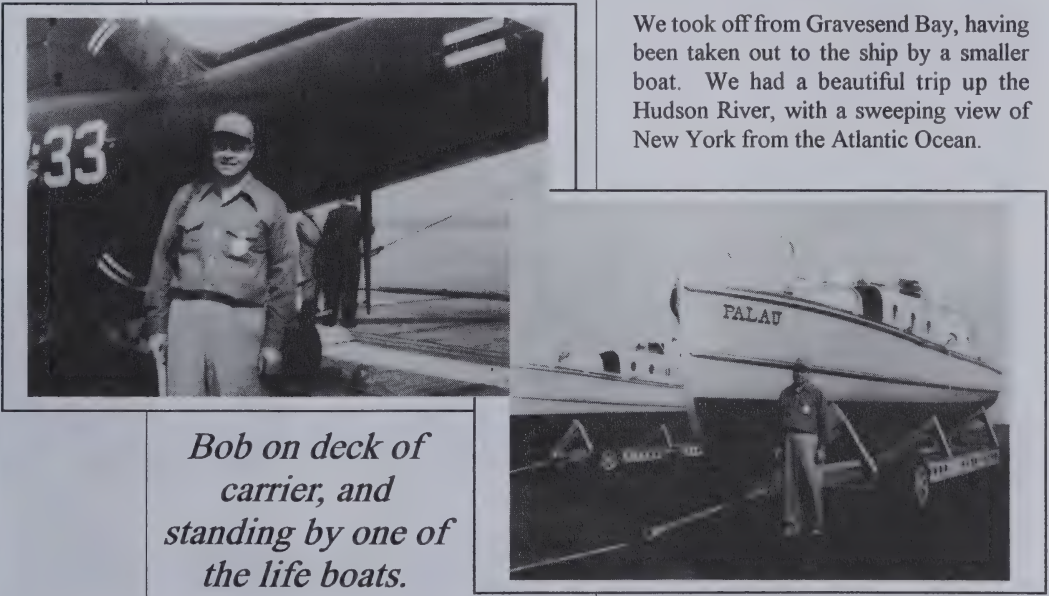
While in New York I joined over 250 other aviation writers for a one day Demonstration Cruise with Task Force 81 aboard the U.S.S. Palau (CVE 122). This was on June 16, 1951.

The U.S.S. Palau was an aircraft escort carrier, having an overall length of 557 feet and being 80 feet wide. It was constructed in 47 weeks by the Todd Shipyards, at Tacoma, Washington and was commissioned on January 15, 1946. The ship was assigned to the Atlantic Fleet as an anti-submarine unit. During flight operations the crew, including squadron personnel, numbered approximately 1,000 officers and men.

The ship was equipped with the most modern facilities, including complete medical and dental departments, a ship's store, soda fountain, bakery, laundry, shoe shop, tailor shop, barber shop, post office, photography laboratory, library and chapel. Nearly 3,000 meals were prepared and served each day by the ship's galley.

While on board we were given tours of several areas of the ship, although some were closed to us for security reasons. In the afternoon there were flight demonstrations such as take offs and landings, in-flight fueling, running on the surface, as well as exhibitions of snorkeling and diving.

We took off from Gravesend Bay, having been taken out to the ship by a smaller boat. We had a beautiful trip up the Hudson River, with a sweeping view of New York from the Atlantic Ocean.



*Bob on deck of carrier, and standing by one of the life boats.*

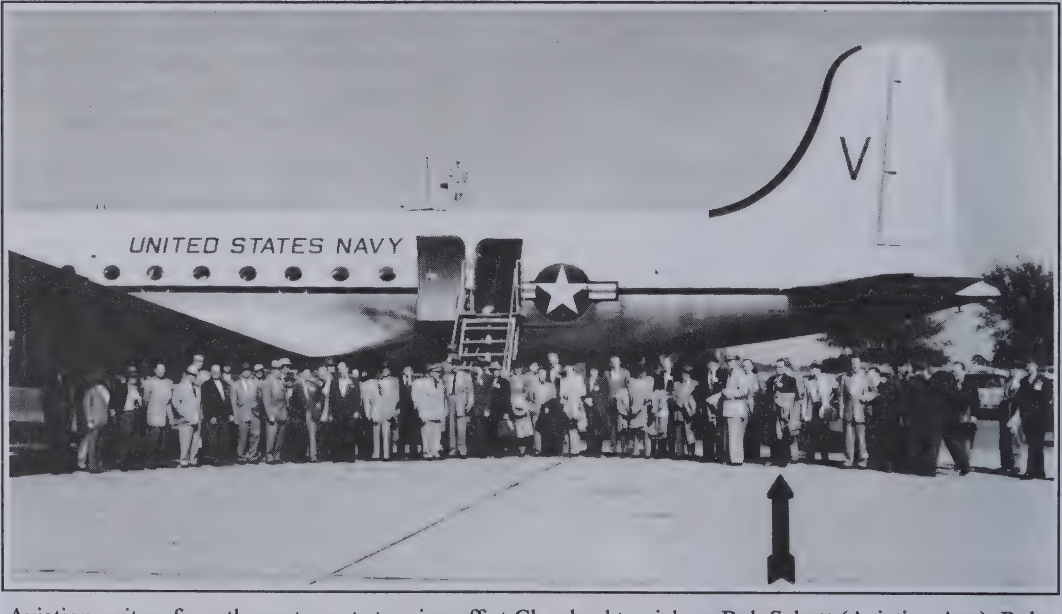
## PENSACOLA - 1954

In January, 1954 I received a letter of invitation from Capt. G. G. Briant, Assistant Chief of Staff at the U.S. Naval Air Station in Glenview, Illinois:
*"Dear Mr. Schott:*
*Once each quarter during the year a group of working representatives of newspapers, radio and television stations, and other information media are invited to participate in Navy Orientation Cruises approved by the Navy Dept. and sponsored by the Sec. of the Navy. The chief of Naval Air Reserve Training, Rear Admiral D.V. Gallery, USN, will conduct such a cruise to Pensacola, Florida, often called the 'Annapolis of the Air,' on February 23-25, 1954, and would be very pleased if you can participate.*

*This short but intensive cruise is designed to present to you a comprehensive picture of Naval Air Training, as well as a brief look at the Naval Air Reserve Training Program, from which you can form your own opinion as to its overall efficiency and economy. Highlight of the cruise is a day aboard the carrier USS MONTEREY in the Gulf of Mexico where you will observe Naval Aviation Cadets making their first landings aboard an aircraft carrier.*

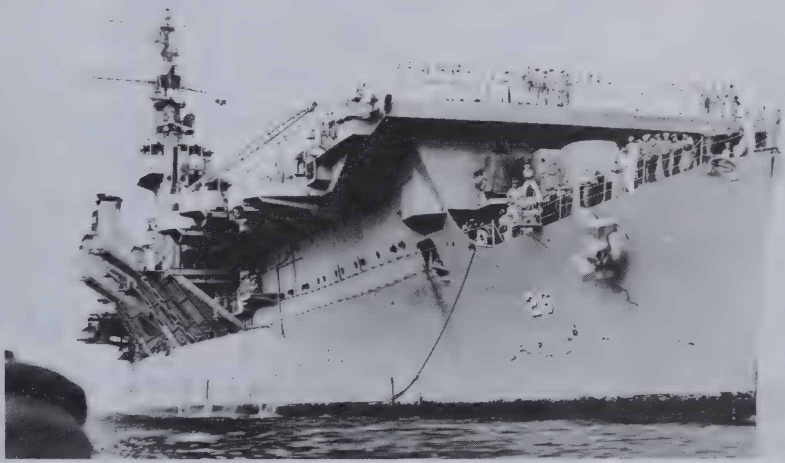
*The cruises are conducted without cost to the Navy Dept. Each guest is assessed the sum of $35.00 to defray all expenses of meals, lodging, etc., while on the trip. We are looking forward to having you aboard."*

Of course I accepted and had a great time, as the following photos will show.



Aviation writers from the east coast stopping off at Cleveland to pick up Bob Schott (Aviation Age), Ruby Riggs (Goodrich Rubber Co./Akron), and Ralph Brown (Cleveland Press). Nonstop to Pensacola.

We were running a bit ahead of schedule and had to delay around Georgia for an hour or so to give the bands and Top Brass time to assemble in Pensacola. Someone must have seen my QB pin or knew I had a pilot's license because they asked if I wanted to fly the plane for awhile. Did I! What a thrill to have four throttles in one hand. It may have been a bit of promotion on their part, but they certainly got my trip off to a great start.

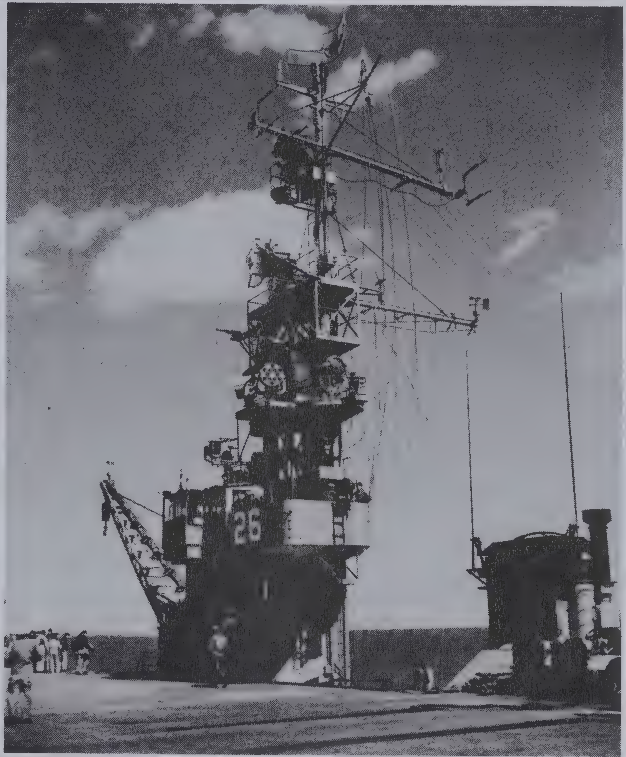


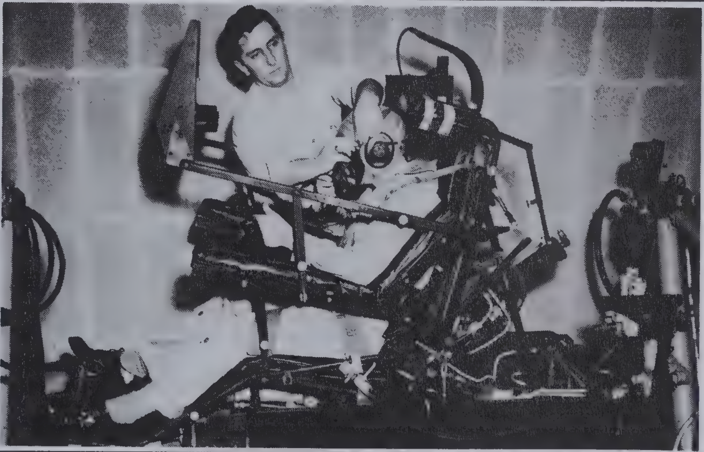
After a grand reception in Pensacola, we were given a briefing and tour of the ship.
We then had the run of the place.

Pilots who want to be stationed on aircraft carriers must first take training in Texas, including deck landings. When that is completed they are assigned to a carrier and must make five successful take offs and landings before they get their pins. (I thought the deck of that carrier must look like a postage stamp to someone who had been landing in wide-open Texas!) We had such a group on board. One pilot, on his last landing, thought he missed the arresting cable and gunned his plane to go around again. But the last cable caught and since he had given it full power, the plane turned and the right wing brushed the conning tower before being thrown into the water. The pilot's training in the "Dilbert Dunker" paid off. This is an exercise in escaping from the craft in the event the plane lands in water. Everything went like clockwork. His life vest was inflated in seconds and he was upright, holding his flare in the air so the pick-up cruiser could find him. These cruisers always followed the carriers when training was in session.

That night at the "pinning" ceremony/banquet, we asked what would happen to this fellow, since he had hit the conning tower. They said he would still pass the course, as they had too many thousands of dollars invested in him to wash him out. They pinned his wings on and the entire room stood up and applauded. He was gone, buddy!

CONNING
TOWER
ON
U.S.S.
MONTEREY





“THE DILBERT DUNKER”

This is where the pilots learned to exit their craft quickly in the event of an emergency. They were strapped in, the same as if they were in the airplane, then shot into a large tank of water, simulating crashing into the sea. They had to get out fast, inflate their life vest and get their flare lit so rescue crews could find them.

A helicopter was kept on board for any safety/rescue runs, or other needs.

PILOTS AND CREWS PRACTICE RESCUE AT SEA

# APPLIANCE STORE LaGRANGE, INDIANA

In 1954 I resigned from Conover-Mast and moved my family back to LaGrange, Indiana, where we had maintained a home on Dallas Lake while living in Cleveland.

This major change in career came about because of a garbage disposal that would not work. It was a Saturday afternoon and our garbage disposal unit got stuck and I could not get it loose. Since it was a weekend, I knew that the plumber in LaGrange would not come to the house and fix it, so I disconnected it and took it in to Kenny Mellinger's appliance store and told him my problem. He plugged it to a 220 electric socket instead of a 110. I knew that the boys did not work Saturday afternoon and probably had a few beers relaxing after a hard week's work. I asked Kenny why he didn't sell the business and he said it *was* for sale—building & contents, trucks, and even the soft water business—for $11,000. No, the garbage disposal unit did not get fixed.

I was living in Cleveland at the time and was going to Detroit the next week. Monday evening after having dinner I had nothing else to do but go to the hotel room and lay out my next day's work. (This was before motel rooms had radios, air conditioners, or televisions, so being "on the road" so much was becoming tiresome to me.) The more I kept thinking about the appliance store the more it bugged me. I felt that I had the know-how to run a store of that kind. I knew that I had enough money in my profit sharing account in New York to buy that business. Frankly, after 10 years of moving from Cleveland to Chicago, New York back to Cleveland, I had had enough traveling. Having a business and coming home every night looked good to me.

When I got back to Cleveland Friday night, I asked my wife how she would like the idea of moving back to Indiana and living at Dallas Lake year round. LaGrange was only six miles north of the lake. I thought I could get my workers started every morning and then sit back and read the paper. Of course it did not work out that way, believe me! So the decision was made to move back to Indiana, and the final papers were signed for the purchase of the appliance store in July, 1954, although I did not take over the business until early September.

(News Release)

## SCHOTT LEAVES

Bob Schott, for three years advertising director of Aviation Age magazine, has resigned and severed all aviation connections here. He will move to LaGrange, Ind., where he purchased an appliance business. An active leader in the Cleveland Aviation Club, Schott was responsible for organization of the Aviation Safety Section of the Ohio State Safety Council and headed the local "Anniversary of Flight" celebration last year.

Top candidates for Schott's job with the New York Conover-Mast publication are Don Herron, former United Air Lines passenger agent here, and Dick Burwell, assistant director of the Ohio Aviation Board, Columbus.

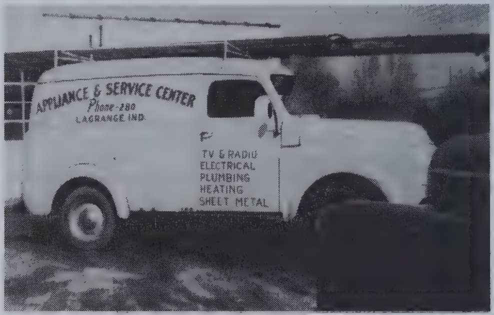
The "Appliance & Service Center" was the biggest plumbing, heating, electric, and soft water service in the county. We employed eight men and had five service trucks. In the front end of the store we sold appliances and some televisions. I trained all of the employees with the aid of the suppliers. In a short time we were running it like the larger stores in Kokomo and Ft. Wayne. We ran advertisements every week, and were well liked and appreciated.

APPLIANCE & SERVICE CENTER
LaGrange, Indiana

After about four years I decided to sell the business. Topeka Hardware purchased the business and rented the building. There were two reasons for selling the store. One was the major competion from cut-rate stores in Ft. Wayne. The other was the burden of the accounts receivable.

I took a month off to decide what I wanted to get into where I would not have any accounts receivable. I considered running a restaurant, but that would entail a lot of work and long hours.

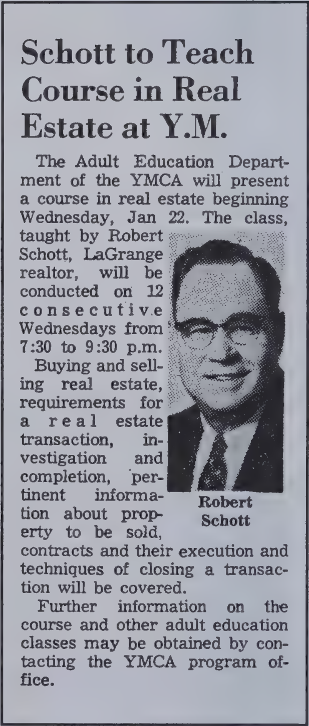
I gave real estate a good look and decided that was it. I took 30 days to study for the state examination and passed it the first time around. I received my real estate license in 1958.



ONE OF THE "FLEET"
OF SERVICE TRUCKS

I read in the paper that the YMCA in Ft. Wayne was going to have a course in real estate taught by Howard Hersey of Ft. Wayne. I attended and found it to be a good course that helped me get my feet on the ground and launched into real estate.

The next year Mr. Hersey chose not to teach. The YMCA asked me to teach the course and I did it—for six or seven years.



## Schott to Teach Course in Real Estate at Y.M.

The Adult Education Department of the YMCA will present a course in real estate beginning Wednesday, Jan 22. The class, taught by Robert Schott, LaGrange realtor, will be conducted on 12 consecutive Wednesdays from 7:30 to 9:30 p.m.

Buying and selling real estate, requirements for a real estate transaction, investigation and completion, pertinent information about property to be sold, contracts and their execution and techniques of closing a transaction will be covered.

Further information on the course and other adult education classes may be obtained by contacting the YMCA program office.

**Robert Schott**

Every student I taught during those years, with the exception of one, passed the real estate test the first time.

# REAL ESTATE & APPRAISAL

How does one get into appraising? Six months after I got my real estate license we were informed that the State of Indiana was going to rebuild State Road #9 from LaGrange north to the Michigan state line. The representative from the state came into the office one day and asked me to appraise the section of road for them. I told him that I was not interested in appraising my neighbors. He told me that I would do my own appraising without any state people and they would not make me come to any other value other than what I would put on it. The job paid $50 a day and I could work it at my own pace. They gave me a lot of guidelines such as putting a value on trees, and how to value houses that were close to the highway. I found the work very interesting and had only one family that thought I was a bit low because of the value I gave to the trees in front of the home. The state finally got together with them without going to court.

Within six months of this project, the State of Indiana commenced the project of running Interstate 69 from Ft. Wayne to the Michigan line. Again the job paid $50 per day. We had about six men working on it. In 1955 that was not bad pay for a day's work. I was still able to do real estate sales through my office in addition to the appraisal work. They also hired Charles Hosler from Kendallville and the two of us worked the Interstate roads all through Indiana for six years.

Charles and I were asked to appraise the new road around Columbia City and all the way into Ft. Wayne where it interchanges with I-69. This would be the new Road 30 from Ft. Wayne to Chicago.

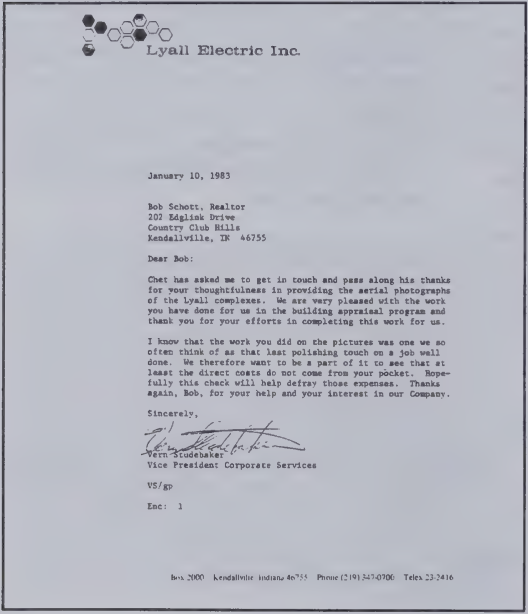
I attended appraisal schools and seminars over most of the United States and belonged to all the necessary societies. I loved the work and put myself behind it. I appraised shopping centers, apartments, industrial sites, etc.

In fact, I started my own REAL ESTATE SCHOOL, offering three day courses, eight hours a day. I held these seminars "on the road" in Indianapolis, South Bend, Evansville, etc. In towns that were closer to home, like Kendallville, Auburn, and Ft. Wayne, we held the course three hours each night, one night a week for eight weeks. My friends David Hosler and attorney Ralph W. Haller rounded out the curriculum with their expertise in real estate economics, law, and appraising.

Roth Wehrly Heiny Realtors had a sales staff of 135 people and asked me to teach an appraisal class for them. Each student paid their reduced price. Classes were held on Wednesday at Hall's Guest House in Ft. Wayne. They received 24 hours of education, 8 hours each week. This class was given by Bob Schott Real Estate Institute.

Each year the Building Trades Class in the High School would start building a new house and finish it by the time school was out in the Spring. I volunteered my services to inspect and appraise the houses and always received a very nice letter of thanks.

I spent many hours attending seminars, reading, and doing whatever I could to increase my knowledge of real estate and appraising. In this way, I felt that I was able to give my clients the most accurate and fair evaluation of their property available. I received numerous letters of thanks and recommendation, as may be seen in the sampling shown on this page.



Lyall Electric Inc.

January 10, 1983

Bob Schott, Realtor
202 Edglink Drive
Country Club Hills
Kendallville, IN 46755

Dear Bob:

Chet has asked me to get in touch and pass along his thanks for your thoughtfulness in providing the aerial photographs of the Lyall complexes. We are very pleased with the work you have done for us in the building appraisal program and thank you for your efforts in completing this work for us.

I know that the work you did on the pictures was one we so often think of as that last polishing touch on a job well done. We therefore want to be a part of it to see that at least the direct costs do not come from your pocket. Hopefully this check will help defray those expenses. Thanks again, Bob, for your help and your interest in our Company.

Sincerely,

Vern Studebaker
Vice President Corporate Services

VS/gp

Enc: 1

Box 2000 Kendallville Indiana 46755 Phone (219) 347-0700 Telex 23-2416

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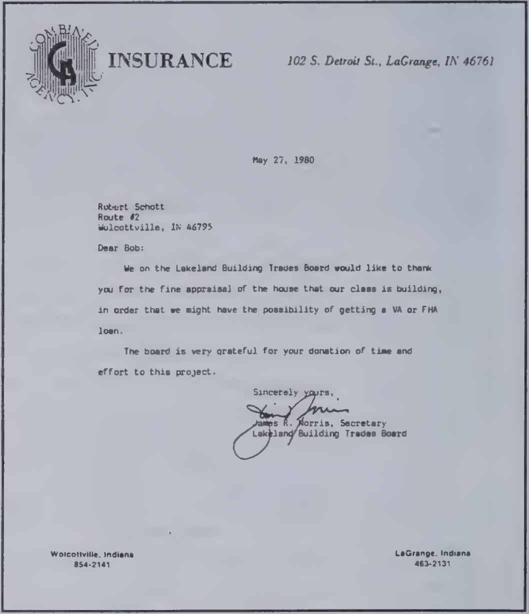

COMBINED AGENCY, INC.
INSURANCE 102 S. Detroit St., LaGrange, IN 46761

May 27, 1980

Robert Schott
Route #2
Wolcottville, IN 46795

Dear Bob:

We on the Lakeland Building Trades Board would like to thank you for the fine appraisal of the house that our class is building, in order that we might have the possibility of getting a VA or FHA loan.

The board is very grateful for your donation of time and effort to this project.

Sincerely yours,

James R. Norris, Secretary
Lakeland Building Trades Board

Wolcottville, Indiana
854-2141

LaGrange, Indiana
463-2131

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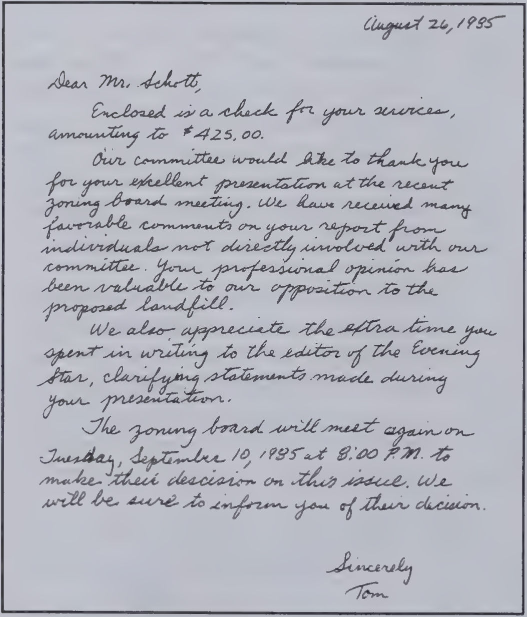

August 26, 1985

Dear Mr. Schott,

Enclosed is a check for your services, amounting to $425.00.

Our committee would like to thank you for your excellent presentation at the recent zoning board meeting. We have received many favorable comments on your report from individuals not directly involved with our committee. Your professional opinion has been valuable to our opposition to the proposed landfill.

We also appreciate the extra time you spent in writing to the editor of the Evening Star, clarifying statements made during your presentation.

The zoning board will meet again on Tuesday, September 10, 1985 at 8:00 P.M. to make their descision on this issue. We will be sure to inform you of their decision.

Sincerely
Tom

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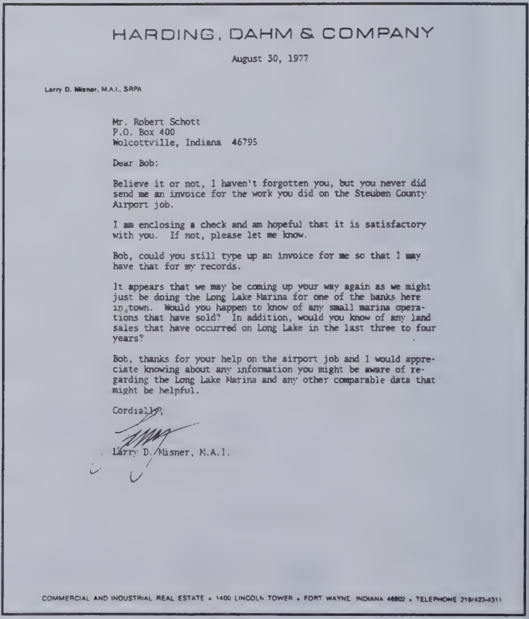


HARDING, DAHM & COMPANY

August 30, 1977

Larry D. Misner, M.A.I., SRPA

Mr. Robert Schott
P.O. Box 400
Wolcottville, Indiana 46795

Dear Bob:

Believe it or not, I haven't forgotten you, but you never did send me an invoice for the work you did on the Steuben County Airport job.

I am enclosing a check and am hopeful that it is satisfactory with you. If not, please let me know.

Bob, could you still type up an invoice for me so that I may have that for my records.

It appears that we may be coming up your way again as we might just be doing the Long Lake Marina for one of the banks here in town. Would you happen to know of any small marina operations that have sold? In addition, would you know of any land sales that have occurred on Long Lake in the last three to four years?

Bob, thanks for your help on the airport job and I would appreciate knowing about any information you might be aware of regarding the Long Lake Marina and any other comparable data that might be helpful.

Cordially,

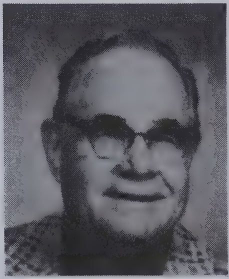
Larry D. Misner, M.A.I.

COMMERCIAL AND INDUSTRIAL REAL ESTATE • 1400 LINCOLN TOWER • FORT WAYNE INDIANA 46802 • TELEPHONE 219/423-4311

# BOB SCHOTT REAL ESTATE INSTITUTE
SRI

Upon completing this course, you are a graduate of the Bob Schott Real Estate Institute class of appraising and thus use the initials SRIA on your business cards and advertising.

Here you get a designation in three days not three years, complete with gut issues not just theory. This course covers education that will qualify you to make 99% of the present day appraisals.



**BOB SCHOTT, GRI, FLI, A/W**

**PRESENT WORK**

Actively engaged in the appraisal and brokerage of real estate since 1958. In this period have made appraisals in the state of Indiana and Michigan involving the evaluation of land (residential industrial and commercial farms), single and multi-unit residential dwellings, apartments, condominiums, gas stations, factories, garages, lake properties, air rights and surface easements.

**APPRAISAL CLIENTS**

Indiana State Highway on right-of-way as fee appraiser for five years
Veterans Administration
Federal Housing Administration
Auburn Federal Savings & Loan Association (Auburn, Columbia City & LaGrange offices)
Peoples Federal Savings & Loan Association, Auburn
Lincoln National Bank & Trust Co., Fort Wayne
Peoples Trust Bank, Fort Wayne
Fort Wayne National Bank
Whitcomb-Keller Mortgage Company, South Bend
Colonial Mortgage Company of Indiana
Waterfield Mortgage Company
Utopia Coach Park-Lane Mobile Homes
Sunoco, Gulf, Atlantic-Richfield Oil Companies
Meridian Mutual Insurance Company
Insurance — Johnson Claim Service

**COURT APPEARANCES**

Expert witness LaGrange County, Steuben County, DeKalb County, Noble County, Allen County, Whitley County

**MEMBERSHIPS**

A/W — American Right-of-Way Association
FLI — Farm and Land Institute
Licensed Real Estate Broker State of Indiana No. B-11955
Northeastern Indiana Board of Realtors (Past President — Realtor of the year 1973)
Indiana Association of Realtors (Past Vice-President — Director District No. 3)
National Association of Realtors

**INSTRUCTION**

Instructor Real Estate Course YMCA, Fort Wayne for five years
Instructor Northeastern Real Estate Course at Kendallville one year
Presently teaching and offering a course in appraising thru the Bob Schott Real Estate Institute — courses already held in Kendallville, Fort Wayne and Auburn

**EDUCATION**

GRI — Graduate Real Estate Institute 1971
MAI Appraisal Course No. 1, Indiana University
SRA — Seminar on Condominiums Chicago 1968
SRA — Condemnation Seminar Glen Ellyn Illinois 1969
Marshall Swift Seminar on Manual Indianapolis 1970
SRA Course 101, Fort Wayne 1972
SRA — Seminar on Income Producing Properties, Evansville 1973
Seminar on Condominiums, Lawyer Title Insurance, Fort Wayne 1973
SRA — Seminar on The Appraisal uses of Regression Analysis — Denver, Colorado October 29-30, 1974
MAI — Seminar on Houses — Houses — Houses, Cincinnati 1974
SRA Seminar on Managing the Practice of Appraisal, Hartford, Conn., December 10-11 1974
SRA Course R-2 Fort Wayne 1974

You will be the first to learn about plumbing, electrical and heating as an important part of appraising and listing. Having operated a plumbing, heating and electrical contract company with five trucks and eight men — we know the important features of construction. You will learn where to get your flood plain maps, Highway traffic count, Soil survey books, etc. This will be the fastest three days of your life — with comfortable class room facilities. Continental breakfast, lunch and refreshment breaks as well as all materials necessary are given you as part of this course.

You will be given what an attorney needs in an appraisal by Bob Haller a real estate educator and attorney. Dave Hosler the brain with figures will teach the income approach. You will be given materials and taught how to build an appraisal plant. (my brother is a printer). You will be given several copies of completed Fanny mae forms as well as a complete documentary appraisal of a single family dwelling. You will be told what appraisers charge for their work. Classes start promptly at 8 a.m. and close at 5 p.m. Hotel reservations are not included.

## COURSE INCLUDES

- Nature and Purpose of Appraisals
- Nature of Real Property and Value
- Basic Principles of Real Property Value
- The Appraisal Process
- Economic Trends
- Neighborhood Analysis
- Site Analysis
- Site Valuation
- Residential Styles and Functional Utility
- Commercial & Industrial Functional Utility and Inutility
- Building Material and Equipment
- Building Cost Estimates
- Accrued Depreciation
- The Cost Approach
- Market Data Approach — Principles
- Market Data Approach — Application
- Gross Income Estimates
- Analysis of Expenses
- Direct and Straight Capitalization
- Interest and Capitalization Rates
- Rehabilitation, Modernization, and Remodeling
- Reconciliation of Value Indications
- Review & Examination

**ROBERT W. HALLER**

Robert W. Haller, a practicing attorney, is a partner of Snouffer, Haller & Colvin, a Fort Wayne law firm with eight lawyers. He is a graduate of Indiana University and its law school at Bloomington, Indiana. His professional career has been deeply involved in real estate, and he has taught real estate economics, law and review courses at Indiana University at Fort Wayne and Indiana Institute of Technology. He is counsel to the Fort Wayne Board of Realtors and the Fort Wayne Home Builders Association as well as many real estate firms. He has been active in community affairs, presently serving as President Elect of The Fort Wayne YMCA, Vice-President of American Lung Association of Indiana, Vice-President of the Council of Trinity English Lutheran Church and is past president of the Fort Wayne Kiwanis Club. A combat veteran of the Korean war, he is the senior Staff Judge Advocate of the Indiana Air National Guard presently assigned to Headquarters Indianapolis, Indiana, with the rank of Colonel. His wife, Celia and he are parents of three chidren, all of whom are in college.

**DAVID P. HOSLER, GRI**

Graduate of Kendallville High School, Kendallville, Ind. (1952)
Graduate of Hanover College, Hanover, Indiana with B.A. degree major in Physics & Math (1956)
Graduate of Vanderbilt University, Nashville, Tenn. with M.S. degree in Physics (1958)
Worked for 11 years with Westinghouse Electric Corp. Nuclear Physicist
Obtained Real Estate broker's license in Indiana in May 1969
Actively engaged in the real estate brokerage business in northeastern Indiana since June 1969
Graduate of Indiana Realtors Institute with designation of GRI (1972)
Successfully completed SRA Course 101 in 1972
Successfully completed SRA Course 201 in 1977
Have attended several real estate brokerage and appraisal seminars
Have performed appraisals for the following
Auburn Federal Savings & Loan, Auburn, LaGrange and Columbia City, Indiana, MGIC, Milwaukee, Wisconsin, Campbell Fetter Bank Kendallville, Ind., Lincoln Bank & Trust, Ft. Wayne, Ind., Kendallville Bank & Trust, First Federal Savings & Loan, Kendallville, Ind.
Numerous other banks and attorneys in the Kendallville area
Individuals requiring appraisal for estates, guardians, etc., Kraft Food (employee transfer plan); Associates Finance, Peoples Federal Savings & Loan Assoc., Auburn, Ind., William Brothers Engineering, Appraisals for farms, for oil pipe line easements

From April 1976 thru February 1978, I have performed approximately 500 appraisals which included single family residence, lake properties farms, bare land and some commercial properties.

BOB SCHOTT TEACHING REAL ESTATE CLASS
(Taken about 1963)

PHOTO OF ONE OF THE CLASSES HELD IN FT. WAYNE
We had classes at the Ft. Wayne Chamber of Commerce three years.

## QUALIFICATIONS OF THE APPRAISER

### PRESENT WORK

Actively engaged in the appraisal and brokerage of real estate since 1958. In this period have made appraisals in the State of Indiana and Michigan involving the evaluation of land (residential, industrial and commercial farms), single and multi-unit residential dwellings, apartments, condominiums, gas stations, factories, garages, lake properties, air rights and surface easements.

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Federal Housing Administration
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First National Bank, Fremont
Lincoln National Bank & Trust Co., Fort Wayne
Fort Wayne National Bank
Whitcomb-Keller Mortgage Company, South Bend
Fulton-Goss, Inc.
Waterfield Mortgage Company
Lyall Electric, Inc.
Sunoco, Gulf, Atlantic-Richfield Oil Companies
Meridian Mutual Insurance Company
Insurance - Johnson Claim Service

### COURT APPEARANCES

Expert witness LaGrange County, Steuben County, DeKalb County, Noble County, Allen County, Whitley County

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MAI--Seminar on Houses-Houses-Houses, Cincinnati 1974
SRA Seminar on Managing the Practice of Appraisal, Hartford, Conn., December 10-11, 1974
SRA Course R-2, Fort Wayne 1974
FLI--Seminar Appraisal of Agricultural Land, March 13, 14, 15, 1979 Indianapolis - Dr. Robert C. Suter, Ag Dept. Purdue University
CRS--Designated Certified Residential Specialist February 1980

Robert T. Schott,
CRS, GRI, FLI

## NORTHERN INDIANA AND ITS FANTASTIC FUTURE

Being in real estate naturally put me at the forefront of promoting and encouraging growth within the communities where I worked, and I soon found myself working with the Northern Indiana Economic Development Association, first as vice-president and later as president.

I gave many talks and slide presentations to civic groups such as the Kiwanis in an effort to make the communities aware of the tremendous changes and opportunities that were already happening in this area of the state.

One such presentation was "Northern Indiana and Its Fantastic Future." The "Elkhart Truth" newspaper printed this after I spoke at a Kiwanis Club luncheon meeting in May, 1969:

> *"There isn't any place in the world that has as much going for it as Northern Indiana,"* said Robert Schott, vice-president of NIEDA. *"The coming supersonic jet airport is just another example. And I'll bet the airport will be built in Chesterton because the steel companies want it there. Do you know that this area—the Great Lakes region—contains 50 percent of the world's fresh water supply? The growth here is going to be tremendous. The utilities are ready. I fully expect that by the year 2000, the population between Pittsburgh and Chicago will be 45 million. What plant wouldn't want to locate here?"*

These predictions have been borne out in recent years, as 1993 news reports show Indiana to be leading the Midwest in manufacturing growth, especially in the areas of auto and steel factories.

## THE GREEN ARROW ROUTE

While I was a realtor in LaGrange, I was contacted by two companies from Michigan who were opening new plants in our area—Motor Wheel from Lansing and Sealed Power from Muskegon. They would bring their wives to town to look over the housing situation while they did their research at the plants. The homes in LaGrange with the old claw-foot bathtubs and heating with space heaters brought tears to the eyes of these ladies who were accustomed to more modern facilities, so I took it upon myself to see what I could do to help. I went to Sturgis, Michigan (just a few miles north of LaGrange) and visited with Mayor Yoder. With the help of several local realtors we were able to arrange suitable housing for most of them.

As a result of this, Mayor Yoder told me that I was the guy they were looking for to help on project that would promote a slower, more scenic driving route from the Macinaw Bbridge in northern Michigan down to the Gulf of Mexico. This would be called the Green Arrow Route and each state would lay out a route and improve the roads, if necessary, for people who wanted to go south at a slower pace than the interstates were running.

I started with LaGrange, Albion, Columbia City, Huntington, Marion, etc. and established a committee for each town. We had photos of key spots along the route, and a slide program to show in each town. Several roads were improved, including LaGrange to the Michigan line and Huntington to Columbia City. But it was found that people still wanted to drive the faster route, so the Green Arrow Route was abandoned.

## CHURCH & COMMUNITY INVOLVEMENT

MT. ZION LUTHERAN CHURCH
(Original Building at LaFayette & High St. in LaGrange)

When we moved back to Indiana from Cleveland, our home was on Dallas Lake near LaGrange. We joined the Mt. Zion Lutheran Church, which was about five miles from our home. We had only been there about six months before the Directors started pressing me into being vice-president. They felt that I would have some progressive ideas since I had been connected with a larger church while in Ohio. I accepted the position and also became a trustee.

It wasn't long until they decided they needed a larger church building. The one we were meeting in was a brick over wood frame structure built in the early 1890's with small rooms for classes. After studying the situation further, we decided that the church was not in a good location, so we started looking around for land to purchase. I was not on the Building Committee, but served in an advisory capacity. The committee found a few acres north of LaGrange on State Road 9. To get things started, my wife Bernice and I bought the three acres and gave it to the Church to build on. With a lot of self-help the building was completed in just a few months. In November, 1993, the church had grown so that they had to add more Sunday School rooms and a larger kitchen.

NEW MT. ZION BUILDING

In all of the churches where we have been members, I have always tried to make myself available for any jobs that needed to be done, from maintenance of the grounds to filling in as guest speaker. To keep a church running smoothly, *all* of the jobs need to be done, whether they seem lowly or are more prestigious, and the members need to be willing to serve wherever they are needed. Realizing how much I am in debt to God for my very life, especially after the close calls I've had in my years of flying, prompts me to even greater service.

### DIAL-A-PRAYER

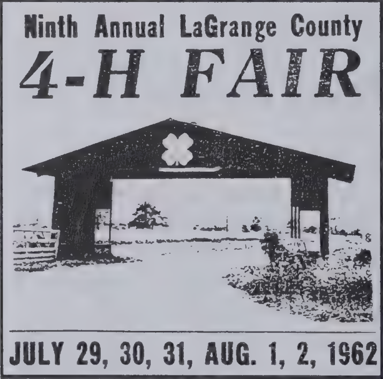
When the telephone company switched from having operators to direct-dial, I got the idea of placing a machine in the hospital chapel where people could call for a comforting word, day or night. I presented the idea at the next monthly meeting of the pastors. I assured them that I would see that the equipment would be installed and would pay the monthly telephone bill if they would take care of changing the message frequently. They agreed and the equipment was kept in use for the twenty years that we lived in LaGrange. I would call and test the line several times each week to see how much it was used. I often got a busy signal and at

one point was considering putting in a second line. When I moved to Kendallville I asked the Ministerial Association to take it over, and received this letter:

*"Dear Mr. Schott,*
*On behalf of the LaGrange County Ministerial Association and the larger community, I wish to thank you foryour initiation and support of Dial-A-Prayer. Your concern for the spiritual welfare of the community and your faithfulness in paying the bills is exemplary. May your reward be rich for this unheralded behind-the-scenes ministry. The Ministerial Association has decided to continue immediate support of this program and to seek a longer term financial sponsor.*
*In appreciation, Rev. Clarence Rempel"*

## 4-H ENTRANCE

In 1961 I was driving past the LaGrange Co. 4-H Fair Grounds and the entrance looked like it needed something attractive and eye-catching. I called one of the leaders and we talked over some possibilities, such as a large, American flag. They discussed it among themselves and came back with an idea of building some sort of ticket-taking booth. I agreed to underwrite the cost so they had Karl Slack draw it up and we had it built. It was a very nice structure, stretching across the entire entrance with a place for ticket-takers on each side and the 4-H emblem mounted in the middle, right over the roadway.


Ninth Annual LaGrange County
4-H FAIR
JULY 29, 30, 31, AUG. 1, 2, 1962

4-H Fair Grounds Entrance

## BLOOD BANK

I kept hearing that they needed blood donors, and on February 14, 1957 I finally made up my mind that I would do something about it. So I started giving blood whenever the mobile unit came around. By May, 1959 I had given my first gallon and on March 11, 1969 I reached the second gallon mark. We once had such a shortage in LaGrange that they called me to come right away and gave my donation immediately to a patient waiting in the hallway.

In Florida the church has a mobile unit that comes every other month, so I am still donating whenever possible. I feel that giving blood is very important and encourage those who are in good health to consider making a blood donation when asked.

## LIFE CHANGES

In 1976 my wife Bernice died. The next year I married Nettie Casper, a neighbor on Dallas Lake whose husband, Charlie, had passed away 17 years before. We made the decision to move a few miles south to Kendallville, as we were getting to the age where there was too much work to do at the Lake. It was a difficult decision to change our church membership from Mt. Zion, but we felt we could serve better at a closer congregation. So we began attending Mt. Pleasant Church on Noble Co. Rd. 600E, a half mile south of Indiana State Road 8.

## STRENGTH FOR MISSION

Before leaving Mt. Zion, Nettie and I got involved in the "Strength for Mission" program, where one pledged an amount and had five years to pay it. Although there were those who were already giving as much as they could, Nettie and I volunteered to help by visiting some that we thought would be able to give a pledge. Our church was given a budget of $3,500.

Within one week, the two of us received pledges for $23,500. Doing this "one time" pledge saved embarassment within the church for those who could not give, and did not make the church feel that they were always asking for money. The secret to raising pledges is to pledge yourself first, and the rest will follow.

## CARILLONS

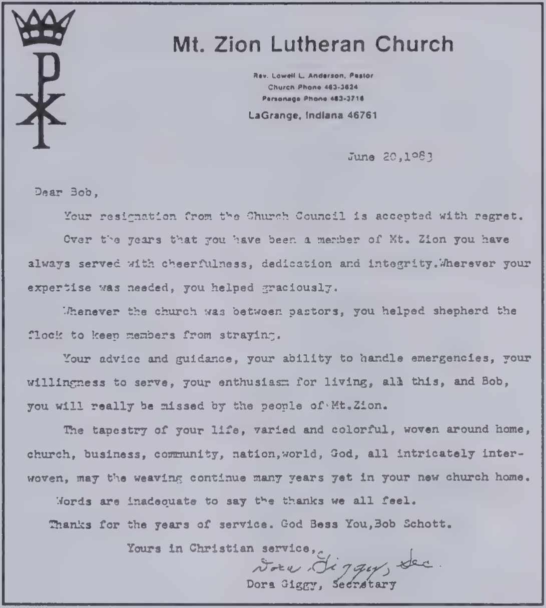
Nettie and I were having dinner with our new pastor and his wife one evening and we asked if the church needed something that we might be able to donate. It was getting near the end of the year and I felt we owed the church more money as the Lord had blessed us so much that year. Pastor Richtor said he would think of something. In a few weeks we met again and he suggested a complete set of Carillons, so that is what we did. They play every day at noon and again at six o'clock. They also play before and after Sunday services. They are very pretty and everyone enjoys hearing them.

## GIFT TO LaGRANGE, MISSOURI

During the time of the 1993 flooding, LaGrange, Indiana adopted the town of LaGrange, Missouri as its sister city.

Lambright Hatchery furnished a large semi-truck, stationed it at the fire house, and the townspeople brought food, clothing, water and many other items to be sent to the flood victims.

I sent ten gallons of water and followed it up with a check addressed to the bank that was taking donations. I thought it might be used to replace an appliance for someone who lost theirs in the flood. In late September I received acknowledgment that the donation had been received and was greatly appreciated. It gives me great joy when I am able to help someone in need.



Mt. Zion Lutheran Church

Rev. Lowell L. Anderson, Pastor
Church Phone 463-3624
Personage Phone 463-3716
LaGrange, Indiana 46761

June 20,1983

Dear Bob,

Your resignation from the Church Council is accepted with regret.

Over the years that you have been a member of Mt. Zion you have always served with cheerfulness, dedication and integrity. Wherever your expertise was needed, you helped graciously.

Whenever the church was between pastors, you helped shepherd the flock to keep members from straying.

Your advice and guidance, your ability to handle emergencies, your willingness to serve, your enthusiasm for living, all this, and Bob, you will really be missed by the people of Mt. Zion.

The tapestry of your life, varied and colorful, woven around home, church, business, community, nation, world, God, all intricately interwoven, may the weaving continue many years yet in your new church home.

Words are inadequate to say the thanks we all feel.

Thanks for the years of service. God Bess You, Bob Schott.

Yours in Christian service,

Dora Giggy, Sec.
Dora Giggy, Secretary

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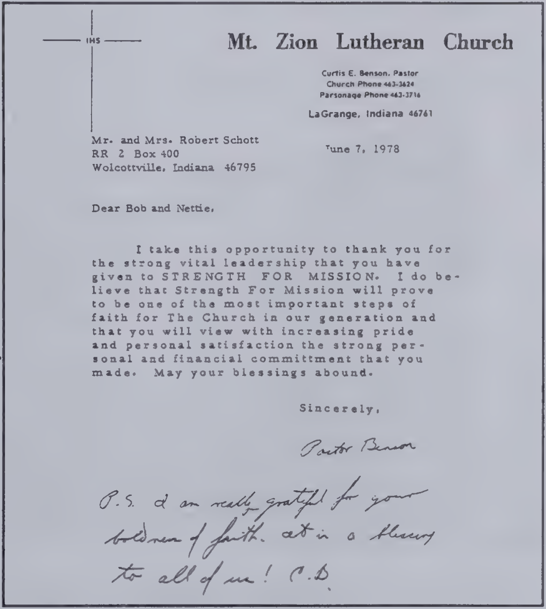


IHS

Mt. Zion Lutheran Church

Curtis E. Benson, Pastor
Church Phone 463-3624
Parsonage Phone 463-3716
LaGrange, Indiana 46761

Mr. and Mrs. Robert Schott
RR 2 Box 400
Wolcottville, Indiana 46795

June 7, 1978

Dear Bob and Nettie,

I take this opportunity to thank you for the strong vital leadership that you have given to STRENGTH FOR MISSION. I do believe that Strength For Mission will prove to be one of the most important steps of faith for The Church in our generation and that you will view with increasing pride and personal satisfaction the strong personal and financial committment that you made. May your blessings abound.

Sincerely,

Pastor Benson

P.S. I am really grateful for your boldness of faith. It is a blessing to all of us! C.B.

# BOY SCOUTS OF AMERICA

"BE PREPARED"
"DO A GOOD TURN DAILY"

When I was thirteen years old I joined the Boy Scouts by going to the Wayne Street Methodist Church. My troop was the Broken Arrow Patrol, Troop #12, and our Scoutmaster was G. M. Wilson. I still have my Scout membership card (dated May, 1924) on which I pledged to "Be Prepared" and "Do a Good Turn Daily." I took all the early tests and went to summer camp. The camp was eight miles east of Ft. Wayne. One of the qualifications was to hike out to the camp from Ft. Wayne. One trotted fifty paces and walked fifty paces.

Camp lasted a week. Every boy should have a week of Boy Scout Camp early in life. We had camp fires every night. We sang songs like "Big, Fat, Fuzzy Ones & Long, Slim, Slimy Ones." Of course I had to do everything they threw at me, such as Snipe Hunting. They give you a flashlight and a gunny sack and take you out in the woods after dark and leave you in the place where all the Snipe are running. After an hour of sitting in the woods alone you realize that you've been had. There is no such animal as a Snipe.

You begin to start growing up and take all these little things in stride. When you go home you are more polite at the dinner table. You sharpen up in table manners in a hurry.

When I was in Cleveland, Chicago, and New York I did not have the opportunity to be involved in the local Scouting programs.

After returning to Indiana, they elected me District Chairman (May, 1958) for LaGrange County, to try to get the troops built back up. LaGrange, Elkhart, and Kosciusko Counties made up the Pioneer Trails District. Our office was in Elkhart. In December, 1959 I was made vice-president of the Pioneer Trails District and later served as president for three years.

The District was in the process of building a new camp on Gordy Lake in Kosciusko County. Gordy was a nice size lake and a good place for a camp. By this time I was on the three-county board of scouting and was very busy.

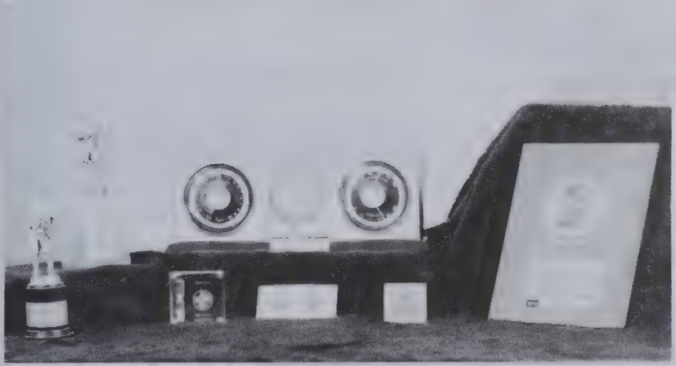
When you built a new camp it meant having a dining hall, a cabin for the cook and other staff, a place for all the sports activities plus equipment, and of course new cabins. I started it off by paying for one new cabin, and the rest followed.

*"Leisure Chalet" Cabin*

In 1960 the Boy Scouts of America celebrated "Fifty Years of Service to God and Country" and I was given a "gold" coin commemorating the occasion, stamped with the scouting pledge on one side and the scouting symbol and "1910-1960" on the other.

On March 18, 1965 I was awarded "The Silver Beaver" for distinguished service to boyhood.

Ft. Wayne was our area council headquarters and I was on its board of directors, in the financial division, of course. In 1971 I was elected to the National Council, representing the Pioneer Trails Council, and in 1972 received an award from the Anthony Wayne Area Council as a Major Sustaining Member.



THIS PHOTO SHOWS
SOME OF
THE AWARDS
PRESENTED TO
ROBERT SCHOTT
THROUGH HIS YEARS
OF SERVICE TO
THE BOY SCOUTS
OF AMERICA.

ROBERT SCHOTT RECEIVING "THE SILVER BEAVER" AWARD

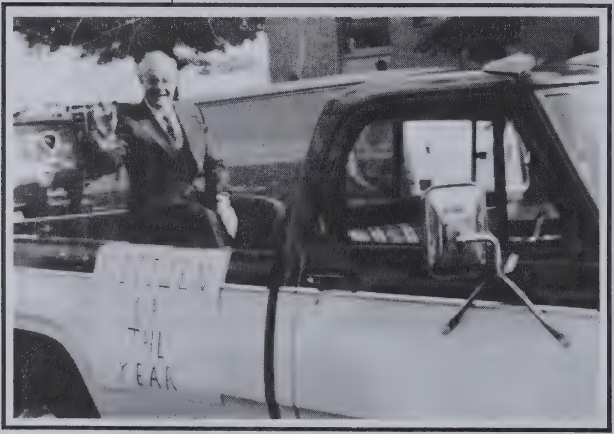
**Presented on March 18, 1965 by The Boy Scouts of America**
**For Distinguished Service to Boyhood**

## SERVICE AWARDS

In 1940 I was asked to speak before the Aeronautical Engineering Society of Tri-State College in Angola, Indiana. We had a very nice dinner, some "Active Crew" awards were handed out, and I addressed the group on several aviation topics. They presented me with a very nice certificate, which is reproduced on the next page.

I also spoke before groups such as the Kiwanis of Elkhart, Indiana and the Rotary Club of Syracuse/Wawasee. I could not turn down any opportunity to speak on aviation, community development, or personal goals and achievement.

My interest in self-improvement naturally led me to the Dale Carnegie Course. This was sponsored by The Exchange Club of LaGrange. I took the course in 1968, and was asked to teach the course the next year. A copy of my certificate and a photo of the class appear on the next page.

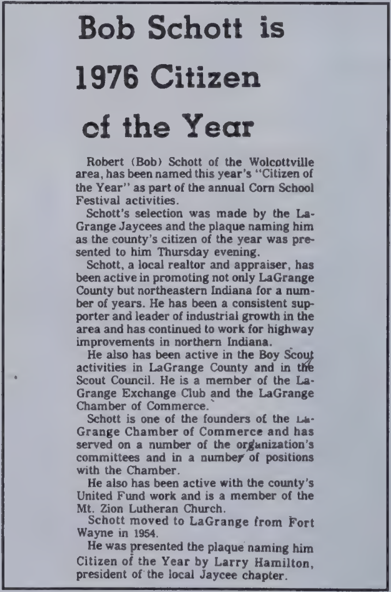


## CITIZEN OF THE YEAR

In 1976 I was honored as "Citizen of the Year" at the annual LaGrange County Corn School Week. The award came as the result of my work with various civic organizations such as The Boy Scouts, Exchange Club and Chamber of Commerce.

I was seated in the back of an open truck and given a "Grand March" down the parade route. It was great fun and I sincerely appreciated the honor. Larry Hamilton, president of the local Jaycee chapter which sponsored the project, presented me with a plaque in remembrance of the day.

A neighbor wrote a poem in honor of the occasion, which is printed on the next page.



**Bob Schott is 1976 Citizen of the Year**

Robert (Bob) Schott of the Wolcottville area, has been named this year's "Citizen of the Year" as part of the annual Corn School Festival activities.

Schott's selection was made by the LaGrange Jaycees and the plaque naming him as the county's citizen of the year was presented to him Thursday evening.

Schott, a local realtor and appraiser, has been active in promoting not only LaGrange County but northeastern Indiana for a number of years. He has been a consistent supporter and leader of industrial growth in the area and has continued to work for highway improvements in northern Indiana.

He also has been active in the Boy Scout activities in LaGrange County and in the Scout Council. He is a member of the LaGrange Exchange Club and the LaGrange Chamber of Commerce.

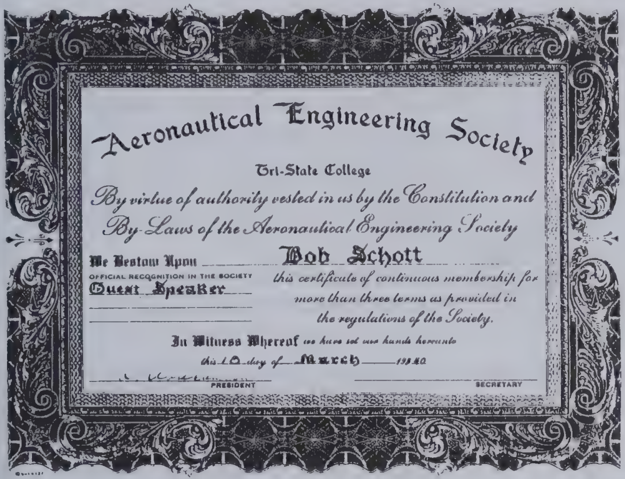
Schott is one of the founders of the LaGrange Chamber of Commerce and has served on a number of the organization's committees and in a number of positions with the Chamber.

He also has been active with the county's United Fund work and is a member of the Mt. Zion Lutheran Church.

Schott moved to LaGrange from Fort Wayne in 1954.

He was presented the plaque naming him Citizen of the Year by Larry Hamilton, president of the local Jaycee chapter.

ROBERT SCHOTT
CITIZEN OF THE YEAR
(Article in the LaGrange Newspaper - October 8, 1976)



Aeronautical Engineering Society

Tri-State College

*By virtue of authority vested in us by the Constitution and By-Laws of the Aeronautical Engineering Society*

**We Bestow Upon** Bob Schott

OFFICIAL RECOGNITION IN THE SOCIETY

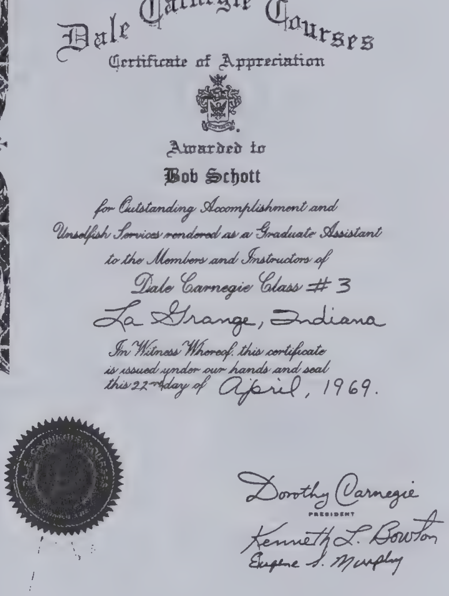
Guest Speaker

*this certificate of continuous membership for more than three terms as provided in the regulations of the Society.*

**In Witness Whereof** *we have set our hands hereunto this* 10 *day of* March 1940

PRESIDENT

SECRETARY



Dale Carnegie Courses

Certificate of Appreciation

Awarded to

**Bob Schott**

*for Outstanding Accomplishment and Unselfish Services rendered as a Graduate Assistant to the Members and Instructors of* Dale Carnegie Class #3

La Grange, Indiana

*In Witness Whereof, this certificate is issued under our hands and seal this* 22nd *day of* April, 1969.

Dorothy Carnegie

PRESIDENT

Kenneth L. Bowton

Eugene S. Murphy

honor of Mr Robert Schott

r friend and neighbor

In our neighborhood we are honored
  to have a Top Citizen
Although this often the means, of some,
  for much criticism;
We know his good deeds are many
On this fact we'd bet a pretty penny.

He always gives a helping hand
Whether it's fogging mosquitoes,
  plowing snow or moving land.

He's one of the developers
For our nice Gold Coast
To them I think we owe a toast.

It's nice to have neighbors
On whom you can depend
Among his many neighbors
We all call him a good friend.

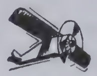
We could make a list of
 "Thank You's"
For the many things he's done
But there would be so many
We could never list each one.

We know for certain
Our neighborhood will never go to "pot."
As long as we have Mr. & Mrs.
   ROBERT T. SCHOTT.

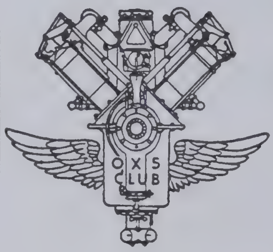
Row 4 - C.D. Zimmerman, R.B. Yeager, H. Ward, B.T. Hoffman, R.C. Long, L. Bopp, J. Winkler, D.R. Miller, L. Holst, C. Carvola, C.E. Hostetler, J.D. Fical, B. Aldrich
Row 3 - K. Walter, G. Miller, T. Hofnagle, D. Haap, B. Walter, L. Snyder, R. Fry, T. Merton, R. Lambright, C. Smith, K. Lambright, M.S. Perkins, M.C. McLaughlin, P. Thompson
Row 2 - R. Murray, R. Vaughn, D.H. Henley, J.C. Berg, C.W. Frain, M.R. Miller, G. Murphy, L. Miller, M. Bender, L. Tracey, E. Yeager
Row 1 - B. Schott, T. Helmkamp, J. Hoffman, J. Hart, H. Graybill, H.C. Lambright

# LATER YEARS OF AVIATION

## ✈OX5 AVIATION PIONEERS✈



The "OX5" was a 400 pound, eight-cylinder, water-cooled engine designed and built by Glenn Hammond Curtiss. It is often referred to as "the most sworn-by and sworn-at engine ever made." In addition to the famous WWI "Flying Jenny" training plane, the engines were also used in the Swallow, Travel Air, Waco, Eagle Rock, Command-Aire, Curtiss Robin, Pheasant, American Eagle, Challenger, Lincoln-Paige, Bird, Thunderbird, and Air-Kay aircraft. By the end of WWI approximately 9,000 Jennies and 15,000 OX5 engines had been built. Much of the barnstorming from 1920-25 was done in these surplus Jennies.



Airplanes powered by Curtiss-built OX5 engines represented a period when flight grew from a side-show business to an air transportation industry. The pilots and mechanics of that period became a special group of old-timers. It was on this concept that the OX5 Aviation Pioneers was founded.

I have been active in the OX5 as long as I can remember, and hold a Life Membership in the organization. In 1965 I was elected president of the Indiana wing. Here is how the OX5 came about:

In June of 1955, Charlie Carroll, then operator of the Latrobe, Pennsylvania Airport, appeared before the Aero Club of Pittsburgh. He approached Clifford Ball, then manager of Greater Pittsburgh Airport and President of the Aero Club of Pittsburgh after the meeting, and suggested they arrange a rally for OX5 pilots.

The purpose of the meeting was to round up old time Pennsylvania aviation people, and to honor them for the part they had played in laying the foundation of the aviation industry as we know it today. Cliff Ball agreed to spearhead the project, which was, at that time, not expected to be more than of local interest.

A meeting was arranged for August 27, 1955 at Latrobe Airport, with a luncheon, banquet, and lodging made available at the Mission Inn.

Word of the rally began to spread and eventually a nucleus of 107 formed the OX5 Club of America, with the parent club being the OX5 Club of Pennsylvania.

By the end of 1956 the total membership was 990, and by the end of 1957, 3,259 more applications were received, bringing the total membership up to 4,249. Membership also spread to several foreign countries and to date we have enrolled over 12,000 members. Wing Charters were issued and by the end of 1987 thirty-one wings had been chartered.

On May 15, 1971, the OX5 Aviation Pioneers Hall of Fame was inaugurated. This was a long time dream of Johnny Evans of Pennsylvania, one of the founding members. Karl E. Voelter (then National President) made the Hall of Fame an important project for the OX5 Aviation Pioneers. Since then, 150 distinguished aviation people who have contributed signi-

## ✈OX5 AVIATION PIONEERS - 2✈

cantly to the progress, growth, or safety of aviation on a national scale have been honored for their exploits.

In addition, the OX5 Aviation Pioneers conduct an Awards Program which also pays tribute to outstanding contributions of its members to the OX5 Aviation Pioneers and to aviation.

The OX5 Aviation Pioneers is organized exclusively for the following educational and scientific purposes:

1 To compile and record in detail the historical and educational history of the development of air transportation.

2 To perpetuate the memory of pioneer airmen and their great sacrifices, their accomplishments and contributions to the development of civil aviation and to do honor to all who pioneer in aviation, especially to (i) the thousands of pilots who learned to fly and operationally flew aircraft powered by the OX5 engine and (ii) persons who owned, were associated with, or who participated in the design, construction, repair and maintenance of OX5 powered aircraft prior to December 31, 1940.

3 To support projects and programs designed to increase safety and efficiency in use of aircraft.

4 To publish historical resumes and other information consistent with the educational objective.

5 To encourage the establishment and operation of aviation museums and the collection of aviation memorabilia, particularly of the 1920-1940 era.

6 To establish and maintain suitable ways of recognizing and honoring the names and achievements of aviation pioneers.

Each year a national reunion of OX5 Aviation Pioneers is hosted by one of the wings in the organization. Members gather from all parts of the country to renew old acquaintances and relive the golden days of aviation.

## ✈ EARLY BIRDS ✈

*I was recently accepted as an associate member in "The Early Birds," the oldest aviation organization in the United States. They began the associate program to keep the organization going, as the original membership consisted of those who had soloed before December 17, 1916 and there are not very many of these brave souls still living.*

*The following paragraphs about some of the Early Birds are taken from the Congressional Record of Tuesday, March 4, 1986. Hon. Glenn M. Anderson of California gave this Congressional Salute to the Early Birds in the House of Representatives:*

Mr. Speaker, later this year, the 58th annual reunion of Early Birds of Aviation, Inc. will be held in Seattle, WA. It is my distinct honor today to rise and pay tribute to those who have been affiliated with this fine organization over the years.

The "Early Birds" is an organization of pioneers in aeronautics who flew solo by airplane, balloon, glider, or airship before December 17, 1916. This date commemorates the 13th anniversary of the Wright brothers' first powered flight and is equally significant because it predates the U. S. entry into World War I by four months. According to Early Bird organizers, the mass training and production of airmen by the military signaled the end of an era where daredevils and barnstormers controlled the skies.

Of 596 men and women who qualified as Early Birds, only 19 survive today. Although names of many became well known throughout the aviation community, most were unsung heroes who risked their lives to pursue a dream. It goes without saying, however, that the tremendous strides we have made in aeronautics over the years can be traced back to those Early Birds whose dedication, patriotism, and sense of adventure made them truly special individuals.

*(Mr. Anderson entered a newspaper article into the record at this point. It appeared in the Los Angeles Times, February 27, 1986, and was written by Paul Dean; portions of it follow):*

In 1928, over a happy dinner that involved pilots and aviation writers attending a flight exposition in Chicago, the Early Birds were formed. Membership sprawled worldwide among men and women who had shared a single feeling: *"With tears streaming through our leaky goggles, trousers slapping against our spindly legs, we experienced the thrill that only we Early Birds were to experience,"* said Russell Holderman, who died in the '60's.

They also held a common purpose: *"To get together and shoot the breeze about how great we were,"* Dr. Paul Garber said. Garber, 86, also is a Ramsey Fellow and historian emeritus at the Smithsonian Institution's National Air and Space Museum. *"I'm the oldest thing around here...except the mummy on the third floor."*

Garber, like so many Early Birds, soloed beneath a wobbly homemade glider. The ribs were barrel staves. Plans were a mental approximation of an existing design. Mother donated the wing fabric—a dressmaker's bolt of red chintz.

Early Birds were inspired by watching public flights of the Wright brothers. Many members were balloonists. Those who chose to obtain pilot licenses applied not to the federal government but to the Aero Club of America. Flights were a matter of intrepid trial and bruising error because so many Early Birds taught themselves how to fly. As did Sir Thomas Sopwith.

He crashed on his first flight at Brooklands Aerodrome near London in 1910. Less than a month later, just before lunch, he taxied a biplane for the first time, took off in the afternoon and had his pilot's certificate (#31) from the Royal Aero Club of Great Britain by teatime.

Only five years later, with their designer at the ripe old age of 27, Sopwith Pups and Camels and Snipes and Triplanes were becoming mechanical heroes of World War I.

*"In those early years,"* said Sopwith, *"you could do quite a lot of crashing without hurting anyone...not like now when you hit the ground very hard, indeed."*

Today, Sir Thomas lives on his 2,000 acre estate near the village of Kings Somborne in the South of England. He is deaf and blind, but is still able to communicate with the help of an aide.

Forrest Wysong has never met Sir Thomas, and that's too bad, because Wysong is one of the few men alive who, as a young U.S. Navy aviator, flew a Sopwith Camel in anger over France during World War I. In the same humpbacked biplane, he took off from a wooden ramp atop the guns of the battleship Texas as an early experiment in aircraft carrier operations.

Percival Spencer is believed to be the nation's oldest, active, pilot. He's 88 and is the designer of the Republic Seabee. Spencer soloed as a 13-year-old glider pilot (aboard a tailless thing of spruce, bamboo and bleached muslin) in 1911. Says Spencer:
*"I can even recall reading in the Hartford (CT) Courant about the Wright brothers' first flight. It struck me as, 'Well, that's progress. Now we have a heavier-than-air machine flying around. Let's go.'"*

In 1914, golfing cap on backward, Spencer soloed his first power plane, a biplane flying boat he built around a design by Glenn Curtiss.

Walt Addams of Atherton is 87. His aviation career began in July 1916 with a ride over an Illinois pasture beneath a home-built glider towed by an Oakland Tourer. *"On that day I hit a fence and landed on my hands and knees,"* he said. The involvement with flying barely was easing off when he retired as chief pilot for United Airlines in 1959. The career came to a definite end in 1982 when, at the age of 83, he flew a restored World War I fighter, a Nieuport 11, to the San Diego Aerospace Museum. *"When I gave the Nieuport to the museum I figured that we were both giving up flying. I'm interested as always, and will miss it...so I go out to the field at Livermore every two or three weeks, just to watch the airplanes."*

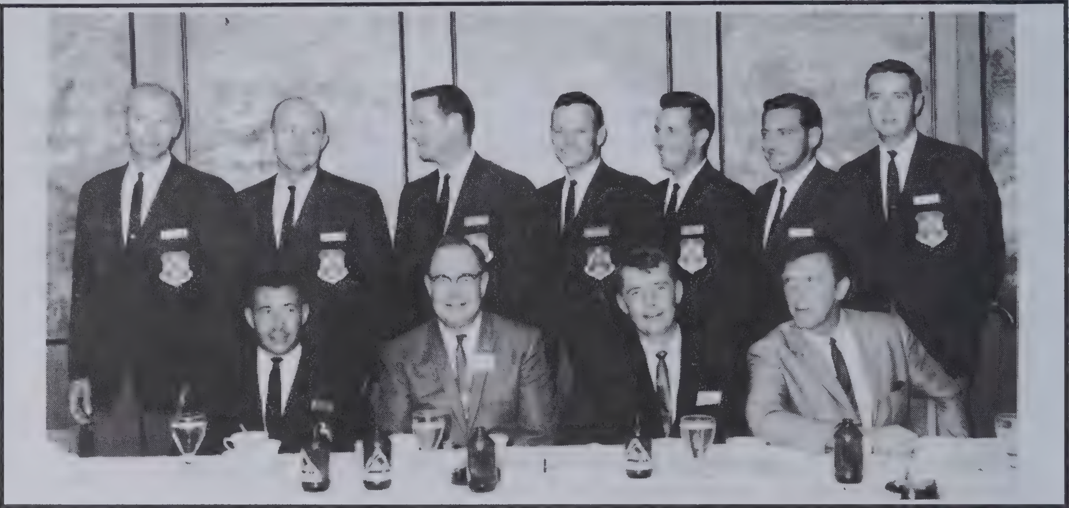
Wysong summed it up for all of them:
*"We were young, energetic and very patriotic. But we also were totally unconcerned and unaware that we were history. It was just a wonderful adventure."*

No matter what has happened since, the Early Birds relish the time when they, aviation, and the century were young.

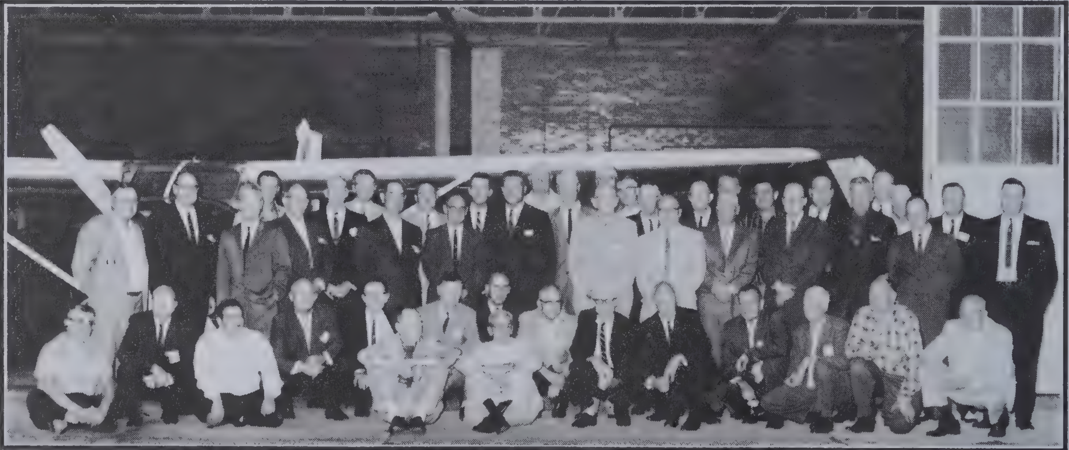
* * *

**The sixty-four "Early Birds" who met in Chicago for the first reunion in December, 1928:**

A. Livingston (Doc) Allan
Horatio Barber
G. Edward Barnhart
Giuseppe M. Bellanca
Overton M. (Rusty) Bounds
Caleb S. Bragg
Capt. Vernon L. Burge
Walter J. Carr
Joseph L. Cato
Clyde V. Cessna
Frank T. Coffyn
J. Lansing Callan
Lt. Col. Chas. D. Chandler
Parker D. Cramer
Jean F. (Jeff) DeVillard
Earl S. Daugherty
Richard H. DePew, Jr.
Ralph C. Diggins
Laurence LaT. Driggs
Raffe Emerson
Anthony H. G. (Tony) Fokker
Ivan R. Gates
Louis Gertson
Edgar S. Gorrell
George A. Gray
Ernest C. Hall
B. R. J. (Fish) Hassell
E. A. (Al) Johnson
James M. Johnson
Robert R. (Bob) Johnson
Ernest Jones
Laurence J. Lesh
James V. Martin
Lily Irvin Martin
Maj. T. DeW. Milling
Arthur H. Mix
P. G. B. (Bud) Morriss
Edward Nelson
Earle Ovington
W. D. (Billy) Parker
Porter Adams
Augustus Post
Clarence O. Prest
Capt. H. C. Richardson
Walter J. Shaffer
M. H. Simmons
B. Russell Shaw
O. H. (Bud) Snyder
Robert J. Stewart
Edward A. Stinson
Marjorie Stinson
Henry E. Toncray
Otto W. Timm
Frank R. (Val) Valiant
L. A. (Jack) Vilas
Dr. Henry W. Walden
A. P. Warner
W. D. Waterman
Howard F. Wehrle
Horace B. Wild
Charles F. Willard
George W. Williams
Capt. Hugh L. Willoughby
Joseph B. Witt



LOCAL AVIATORS HOSTING
"THE THUNDERBIRDS"
WHO WERE PERFORMING AT BAER FIELD THAT WEEKEND
(Actor Robert Lansing sitting at far right)



THE GROUP CALLING ITSELF "THE OLD TIMERS" AT SMITH FIELD IN AUGUST 1962.

Row 1 :Ellsworth Crick, Bill Witmer, Bob Gehrig, Berlen Diehm, Glen Hord, Carlton Peters, Harold Greenwood, Paul Augspurger, Bob Whitehurst, Glen Noon, Leo Yoder, Clarence Cornish, George Alford, Hiram Crow, Harry Deuter, Paul Hobrock.

Row 2 :Samual Caldwell, Robert Schott, Sheldon Hine, ? Unknown, Bernard "Bud" Ringle, Ralph Bleke, Carl Buecker, Charles McKinley, Dale Baldridge, Gene Rock, John Rodgers, James Kelley, Fred Romy, Wm B. F. Hall, Dr. Johnson MD, George Basting "Inback", Roger Grugg, Herbert Byers, Harold Preston, Lawson Zent, John Baltzell, ? Unkown, Wilber Sheets, Harold Tschantz, Bob McComb, Russ Byers, Wilbert Myers, Denton Baltzell, Bob Shook, Ivan Conner, Lorin Rich.

# ART SMITH - FT. WAYNE'S "BIRD BOY"

Arthur R. "Art" Smith: 1890-1926. He is known as Ft. Wayne's "Bird Boy," originator of sky-writing, king of the "loop-the-loop," and one of the Nation's early air daredevils. Art's career, during which he astounded millions at home and in the Orient with his flying skill, came to a tragic end on the night of February 12, 1926. He died when his U.S. Airmail plane fell in Ohio—not far from Ft. Wayne, where at the age of 16 he built his first plane, and later became one of America's great pioneer aviators. Smith Field, the airport north of the city, was named for him.

The members of the Ft. Wayne Chapter of OX-5 formed "The Art Smith Aeroplane Society" in March, 1970 for the purpose of building a replica of Art Smith's "September, 1911 Pusher Plane." It was destined for the Jack Diehm Memorial Museum of Natural History in Franke Park, Ft. Wayne, but the building burned before the historical pieces were in place. After ten years on display in the ACD Museum in Auburn, Indiana, the plane will now be suspended from the ceiling right at the top of the escalators in the new terminal at Ft. Wayne International Airport. In June, 1971 the Society purchased one of the last two existing 4-cylinder ELBRIDGE engines, before other museums and collectors knew that it was available. The engine was found to be in excellent condition, stored in a barn in Ohio, by Bob McComb and Joe Muncer.

The "Art Smith Hall of Fame" is displayed in the Greater Ft. Wayne Aviation Museum located at Ft. Wayne International Airport (formerly Baer Field). This was Bob McComb's brainchild and was designed and built after he retired and moved to Ogden, Utah. We wish to reprint the names of these pioneers of aviation and give honor to those who so boldly and bravely took the steps necessary to promote and advance aviation in its infancy up to the present. Two Hundred One names were enshrined at a ceremony on May 18, 1980. The additional names were added on February 22, 1983. It is quite an assembly of names. It was never compiled before, and probably will never be done again.

The two pages following the Hall of Fame listings were written by Bob McComb (then of Ft. Wayne). At the time of writing (1970) he was the 3rd Vice-President of the National OX-5 Club of America, and he shared these thoughts in the 15th Annual Convention Booklet. We wish to thank Mr. McComb for the use of his concise notes on Art Smith's very colorful and significant life.

Be it Known By These Presents

That on this 9th day of October , 1977

## The Art Smith Aeroplane Society

Has herewith bestowed an everlasting honor upon the person of ROBERT T. SCHOTT for his unselfish devotion and pioneering foresight and effort to help in the promotion and development and public acceptance of civil, military and industrial aviation whereby every citizen of these United States of America is a user, or a potential user, in some measure, of Air Transportation.

Be it further known that the Honorable Recipient of this document is so honored in the spirit that he carried on with these tasks which Art Smith was unable to complete due to the untimely air crash which took his life.

*Robert P. McComb*, President *Ray Robinson*, Sec./Treas.

## ART SMITH HALL OF FAME

1 James M. Ross
2 Orin Welch
3 Loretta Foellinger Teeple
4 Kenneth Seibert
5 Al Wertman
6 Capt. Carl Jordan
7 Dave Kimes
8 Leonard Wheeler
9 Roy Emmert
10 Maj. Frank Estill
11 Clarence Johnson
12 Harry Johnson
13 Julius Johnson
14 Louis Johnson
15 Merrill K. Riddick
16 Ralph Bleke
17 Roy Besancon
18 Frank Ball
19 Bud Ringle
20 Gene Bredlow
21 Oscar G. Foellinger
22 Ray Thomas
23 Frank Tranter
24 Howard Emmert
25 George Kemp
26 George Alford
27 Everett Cox
28 Harold Kiel
29 Lee Eickenberry
30 Gen. Ford Fair
31 Weir Cook
32 Dick Teeple
33 Harold Endinger
34 Col. Matt Carpenter
35 Pete Winkler
36 Chuck White
37 Otis Kline
38 Bill Badders
39 Dan Fry
40 Carl Buecker
41 Edmund F. Ball
42 E. L. Cord
43 Haywood David
44 Gene Rock
45 Bill Lipkey
46 Bob Soehner
47 Lawson Zent
48 Mike & Alice Maloley
49 Ott Smith
50 Doyle Heiney
51 Floyd Henderson
52 George Sweet
53 Floyd Showalter
54 Col. Dale Smiley
55 John Lontz
56 Bee McComb
57 Pete Solt
58 Art McDaniels
59 Bob Shank
60 Earl Johnson
61 Merle Husted
62 Bob Schott
63 Malcolm McHargue
64 Paul Stambaugh
65 Jim Rice
66 Will D. Parker
67 Vince Miller
68 Wally Gage
69 Col. Walker Mahuren
70 Lloyd Pierce
71 Roger Mensing
72 Gabe Ludden
73 John Hostetler
74 Ted Hagerman
75 Col. Dale Perkins
76 Ray Robinson
77 Maj. Dan Moulton
78 Lt. Kenneth McComb
79 Helen Kretzinger
80 Fred Parker
81 Phil Crawford
82 Frank O'Neal
83 Sheldon Hine
84 Frank Lovejoy
85 Howard Miller
86 Gen. Richard Petercheff
87 Cmdr. William B.F. Hall
88 Virgil Simmons
89 Arch Alspach
90 Vincent Bendix
91 Col. Joe Andrews
92 Harold Cour
93 Glenn Rieke
94 John Baur
95 Vern Gardenour
96 Gene Campbell
97 George Clingman
98 Damon Weaver
99 Jake Baker
100 Milo Burcham
101 Dale Baldridge
102 Marvin Berger
103 Capt. L. I. Aretz
104 Ray Fortner
105 E. E. Basham
106 Marc Foose
107 Sam Caldwell
108 Joe Foley
109 Paul Augspurger
110 Bill Doty
111 Ned Bottoms
112 Octave Chanute
113 Chuck Fetters
114 Lt. Paul Baer
115 Dick Means
116 Gen. Robert Hormann
117 Col. Ed White II
118 Ed Rodefeld
119 Red Schmeling
120 Lt. Ralph Weaver
121 Blanche Scott
122 Al Menasco
123 W. O. Dan Yingst
124 Col. Art Schertz
125 Harry Kaffenberger
126 Paul Regelsperger
127 Red McVey
128 Helen Montgomery
129 George Roop
130 Ed Shenk
131 John Ruzicka
132 Harley Shaffer
133 Paul Kretzinger
134 Pearl Kretzinger
135 Doug Schindler
136 Sr. M. Sgt. Max Sitton
137 Paul Cox
138 Capt. Bernard Lloyd
139 Gen. William R. Sefton
140 Capt. Charles Nungesse
141 Gen. Allison Maxwell
142 Don & Doris Warner
143 Col. D.D. Johnston, M.D.
144 Don Huth
145 Capt. Harold Preston
146 Gen. Ed H. White
147 Capt. Clarence McElroy
148 Walker W. Winslow
149 Gen. Irv Bucher
150 Col. C. F. Cornish
151 Denny Sherman
152 Paul Hobrock
153 Bob Wright
154 Clyde White
155 Larry May
156 Dean Wakefield
157 Bob Roehm
158 Gene Zerkle
159 Al Kloer
160 Dick Knox
161 Roger Myers
162 Bob Koehl
163 Homer Stockert
164 Bob McDaniels
165 John F. McComb
166 Charlie Lamb
167 Baldy Cummings
168 Van Stiffler
169 Walter David
170 Glenn Hoard
171 Clyde Shockley
172 Phoebe Omlie
173 Roscoe Turner
174 Art Heine
175 John Henninger
176 Capt. Dick Olcott
177 Bus Stegall
178 Gen. Kenneth Keene
179 Dick Kelley
180 Sam Fletcher
181 Bill Fitzsimmons
182 Bob Shutt
183 Reed Kinert
184 Harry Musick
185 Col. Paul McComb
186 Maj. Joe Shumate
187 John Blouch
188 Capt. Herb Grosby
189 Col. Art Goebel
190 Dutch Goodwin
191 George Gust
192 Bob Grundy
193 Whitney Gregg
194 Harlan "Bud" Gurney
195 Lawrence Genaro
196 Bob Hadley
197 Owen Hower
198 Ford Hurni
199 Art Smith
200 Mrs. Al Kloer
201 Mike Murphy
202 Joe Dye
203 Al Heine
204 Capt. Bill Shenk
205 M. E. Raker
206 Don Wood
207 Les Zehr
208 Don White
209 Ken Fry
210 Bob Beard
211 Bob Shook
212 Bill Benson
213 Drina Abel
214 Bert Harsh
215 Chuck Hull
216 Red Miller

217 John Pence
218 Ray Michel
219 Jim Rice, Jr.
220 Hiram S. Crow
221 Hugh Moyer
222 Bob & Ayn Schwab
223 Matt Jones
224 Jack Krick
225 Kyrel Mark
226 Harry Wynn
227 Joe Carlin
228 Wiley Post
229 Bill Sweet
230 Ken Gast
231 Tom Laurie
232 Leo D. Bohnke
233 Bob Hawkins
234 Paul Lowman
235 Fred Bunyan
236 Jim Kirtley
237 James Wulpi
238 John Hudson
239 Jack Brewer
240 Ron Mudrack
241 Bevo Howard
242 Bob Spitler
243 Bill Hefner
244 Bill Hudson
245 Curt Howell
246 Audra Shenk
247 Mary Borton
248 John Burris
249 Gen. Jim Doolittle
250 Paul Havens
251 Bob Gresley
252 Elvin Rager
253 Mike Burson
254 Ben Eilesen
255 Norm Orloff
256 Don Orbaugh
257 Wimp Peters
258 Vern Slagle
259 Ott Smith, Jr.
260 Curtiss Day
261 Marge Hower
262 Ed Notestein
263 Roger Don Rae
264 Amby Babbitt
265 Ray Wartenbe
266 Abner Crosby
267 Billy Dawson
268 Bud McMillen
269 Harry Deuter
270 Barney Massa
271 Charlie Schumm
272 Mark Polloni
273 Sam Gershuny
274 Walt Winkler
275 Alice DeWitt
276 Randy & Evelyn Barnes
277 Barney Fagan
278 Rollie Kloer
279 Bill Walters
280 Jean Walters
281 Lou Meredith
282 Bill Spitler
283 Earl J. Miller
284 Bill Crowell
285 George Davis
286 Doc Fuelling
287 Phil Wendell
288 Garth Miller
289 Louis Niezer
290 Len Peterson
291 Dick & Norm Goshorn
292 Ray Goeglein
293 Bill Trumbull
294 Billy Bopp
295 Dent Baltzell
296 John Baltzell
297 Karl Baltzell
298 Christie Fast
299 Oscar Crabill
300 Dale E. Roberts
301 Lt. George Hill
302 Earl Wartenbe
303 Harold Klaehn
304 Dean Cutshall
305 Rudy Strubbe
306 Ann Wakefield
307 Wilbur Wright
308 Ken Bradley
309 Wilbert Myers
310 Walt McComb, Jr.
311 Colin Cameron
312 Warren Ashley
313 Ray Nofzinger
314 Chazz Fleming
315 Dort Besancon
316 Herb Crosby, Sr.
317 Rue Hunnicutt
318 Lou Nicholson
319 Neal E. A. Rupert
320 Dick McKinnie
321 Roy Berdelman
322 Sam Weinstein
323 Charlie Rettig
324 Keith Thompson
325 Charlie Bishop
326 Harold Neumann
327 Jack Humbrecht
328 Harry Wartenbe
329 David McIntire
330 Chris Cummings
331 Lenore McElroy
332 Bob Whitehurst
333 Orville Wright
334 John MacMillan
335 Amelia Earhart
336 W. S. Bryant
337 Charlie Kaiser
338 Mrs. Carl Jordan
339 Jess Whitenack
340 Col. Verne Bohnke
341 James & Ida Smith
342 Harold Tschantz
343 Herbert O. Fisher
344 Col. Vaun Liniger
345 Bob "Ivan" Connors
346 Mickey McMillen
347 David O. McComb, II
348 Maj. Norb Glasser
349 Tougy Galbreath
350 Tom Steinbacher
351 Col. Karl E. Voelter
352 Mrs. Walt McComb, Sr.
353 DeLloyd Thompson
354 Sam Phillips
355 Charles Winebrenner
356 Chas. "Bill" Suddeth
357 Dick Hildenbrand
358 Rev. Battle Miller
359 Sir Hubert Wilkins
360 M/M William Brigham
361 Dave & Aggie Dehnert
362 Al Sapienza
363 Cal Rodgers
364 Forest Gerig
365 Jim Kerns
366 Gene Pettibone
367 Ray Smith
368 Leo Yoder
369 Ray Young
370 Dorsie Likens
371 Dick & Bea Shaffer
372 Cedric E. Galloway
373 Ellsworth Crick
374 Fred & John Buecker
375 Earle L. Hardy
376 A. Jack Behrens
377 Joe & Elmer Lassus
378 J. Ross McCulloch
379 Paul C. Guild
380 Arthur F. Hall
381 Bob Klaehn
382 Peter M. Certia
383 August Witte
384 Don Hall
385 Orville Louthan
386 Dale Orcutt
387 Dave Linnemeier
388 Bob Ambriole
389 Glenn E. Messer
390 Mrs. Tommie Messer
391 Elmer Sordelet
392 Gladys Roy
393 Glen Courtwright
394 Steve Richards
395 Gen. Frank Hettlinger
396 Bill Browning
397 Kevin Baxter
398 Collett E. Woolman
399 Gregg Roth
400 Col. Art Wedge
401 Capt. Bob Bartell
402 Pete Hagerman
403 Bryan Tonkel
404 Steve Bowman
405 Ralph Walters
406 Col. Joe Mackey
407 Newt Caldwell
408 Skip Marketti
409 John Martin Smith
410 Charlie Deck
411 Jim Kelley
412 Buddy Nolan
413 Gary Meal
414 Olen Shaffer
415 Earl McIntire
416 Dorothy Weaver
417 Bob McIntyre
418 Howard Foreman
419 Bob Slater
420 Ray Hoverman
421 Margaret Ringenberg
422 Ed Beatty
423 (Spacer)
424 (Spacer)
425 (Spacer)
426 Bill Lassus
427 Harold Johnson
428 Gen. Art Debolt
429 Dick Blitz
430 Art Schey
431 Bob Slyter

# 1970 REUNION DEDICATED TO ART SMITH THE BIRD BOY OF FORT WAYNE

By Bob McComb

OX5ers have been reading a lot about Art Smith in the OX5 News in recent months - how his folks mortgaged their home to raise $1800 with which to buy an engine and materials and then lost their home; during all this difficulty Art somehow managed to gain little bits of flying know-how.

Here is more of our inspiring associate's story.

It is an interesting footnote that almost simultaneously a boy in the mile-high elevations of Fort Collins, Colorado, was referring to the same books and starting construction on a similar plane. This was famed Early Bird and OX5 Life Member Will D. (Billy) Parker. Smith and Parker were later to become acquainted in 1915 at the San Francisco Panama-Pacific Exposition where Smith had been booked to make exhibition flights replacing recently deceased Lincoln Beachey.

It was at the 1915 Exposition that a long, very close friendship ensued between Parker and Smith. According to Billy Parker, Art Smith was positively the finest exhibition flier who ever lived. "Name Beachey and Smith and you've named them all," said Billy during a phone conversation last April 25th. The writer insists Billy Parker's name should be included in the line-up! Billy recalls how Art Smith took his plane to 3,000 feet and dove it straight to the ground, pulling out at the last instant, flying level for a moment and then entering a steep climb. "Smith's original plane was of crude design and rather poor workmanship simply because Smith had never seen another aeroplane while he was building the first one. Art Smith told me this himself, as we compared notes at San Francisco about our first attempts to build our planes.

"But the plane Smith flew at the 1915 Exposition was a very fine machine. I got to fly it there and again in Minnesota, and a new one Smith built and was later using in exhibition work in Texas. Actually, Art Smith readily admitted that he had not caught on to good design and building techniques until he had gone to work at Mills Aviators' headquarters on Chicago's South Side. It was here that he had access to their shop and tools and know-how to build his first, real successful machine. I insist it was the combination of Art Smith and machine at the Exposition which really made Smith famous."

Art Smith And His Medals

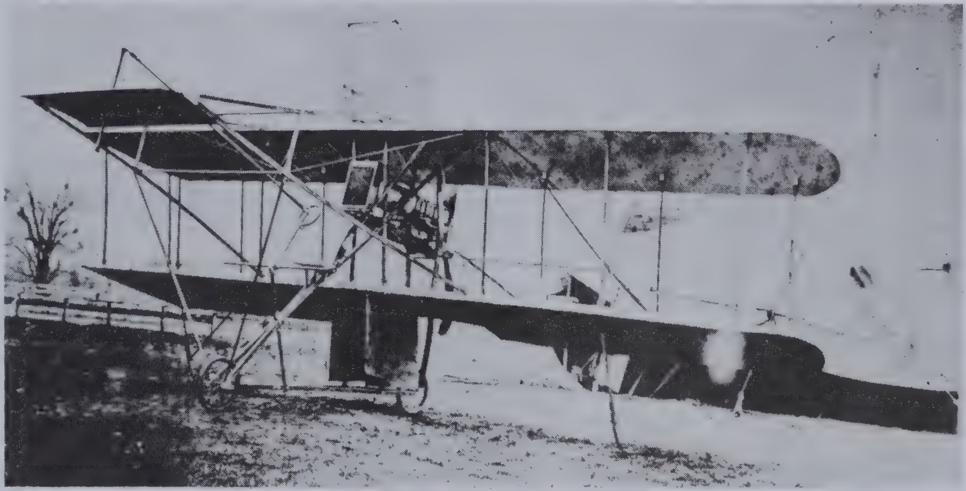
How would a boy at age 15 or 16 finance the building of a flying machine back in the autumn of 1910? Art Smith did it this way. His father, James, a carpenter, was gradually losing his eyesight and it was having its effect on his trade. One evening at supper James announced, after having obviously discussed the matter with Art's mother, that the family home would be mortgaged for $1,800 with which to buy materials and an upright 4-cyl. in-line, 40 h.p. Elbridge engine. This accomplished, Art Smith and his chum, Al Wertman, went to work. They soaped the windows in the barn at the rear of the Smith home so curious neighbors could not see what was going on, the main reason being that Art was incorporating his own design into his front stabilizer which he planned to have patented.

This later proved to be too sensitive, however, and caused a bad smashup on one of his earliest attempts to fly. It resulted in almost total wreckage and put Art in bed for six months.

Meanwhile Al went back to work at the cigar factory in Auburn, Indiana, to earn money for materials to rebuild the machine. Mr. Smith mortgaged a lot in Fort Wayne as additional aid to this rebuilding project. As time went by and more mishaps were experienced in direct relationship to Art's attempts to fly, Mr. and Mrs. Smith lost their properties and she went to live with relatives near Berne, Indiana. James, Art, and Al lived in one small tent and rebuilt plane components in another. Art's original, flimsy undercarriage consisted of two wheels in tandem and wingskids near the tips of the under panels. Scarcely more than bicycle wheels, these seemed to smash into figure eights on almost every landing and they had to be dis-assembled (spokes removed) and the rims hammered back into shape and re-assembled before another "start" could be attempted. A quote from Art Smith during these times which was to become quite memorable among his later writings was, "At times it got rather discouraging---!" Today we might regard this to be one of the most classic understatements of all time! Why? Simply because the order of the day during Art's early trials and tribulations was to repeatedly "Make a start and crash---Make a start and crash!"

Art was not the only flier who was undergoing the dreadful hardships of smashing his plane to bits and being injured seriously many times. One of the Wrights had crashed and pupil Lt. Selfridge had been killed. Lt. Foulois repeatedly crashed his Wright Army biplane and had his men rebuild it.

As many combo-Early Birds-OX5ers utilized their flying know-how to enter WWI combat, others like "Sinny" Sinclair and Art Smith were assigned the relatively unglamorous duty as flight instructors. Smith also did some war-time duty as a test pilot at old McCook Field, Dayton, Ohio.



ART SMITH'S FIRST AIRPLANE

In 1923, Art Smith entered the Air Mail Service and helped inaugurate the night air mail. His run was from Chicago to Cleveland and here's the way it was generally scheduled. He would take off in his D. H. from the lighted Cicero Avenue Field - after dark during the winter months - and land at the then lighted Bryan, Ohio Air Mail Field. Here he took on more mail and grabbed some hours of shut-eye and take off during the pre-dawn darkness - timing his takeoff in such a way that he would land at Cleveland's unlighted airport after daylight.

Here is a detailed account of how Art Smith met his untimely death the night of February 12, 1926, according to Pioneer Aviator Guy P. (Bill) Fitzsimmons then and now of Auburn, Indiana.

"I got to know Art Smith quite well. I first started flying at Kokomo, Indiana, and moved to Auburn to work for Irv and Glen Rieke at their father's foundry. There I resumed flying during the early twenties. I often drove my Model "T" to Bryan to be there to welcome Art when he arrived from Chicago. Although Art wanted to talk more about religion than flying, I managed to glean from him many experiences he had had which helped me in my own endeavors. One thing Art always dwelt on was how I managed to keep from freezing to death while returning to Auburn those cold winter nights in my flivver. I kept telling him that the side curtains helped and also that I had one of those "new-fangled" exhaust heaters installed that helped keep the frost out of my little "Roadster." Art only shook his head in wonderment at me.

Meanwhile I wondered how Art kept from freezing to death in his DeHaviland mail plane. Art was short in stature and had to rig up some extensions to his rudder bar so his feet would reach. He also rigged up an exhaust-type heater shroud with heat being generated by his 400 h.p. Liberty engine. Then he would remove his winter flying boots and stow them and fly the route in his stocking feet. "This keeps my feet warm as toast," commented Art.

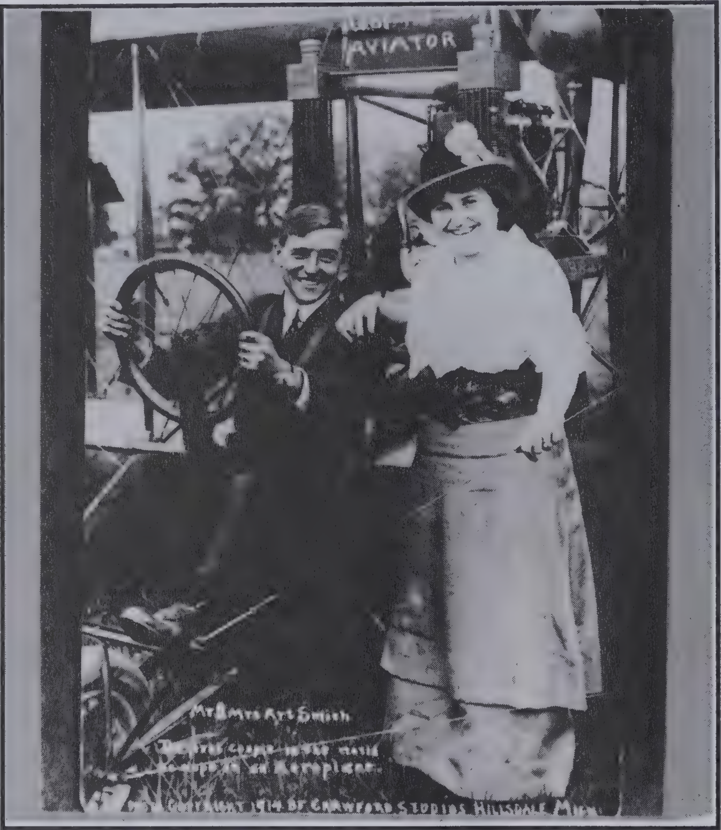
Art also had devised with heavy-weight canvas, a sort of inner-lining which could be snapped close to his neck to keep wind-blast out of his open cockpit, only his head sticking out so he could see. Waco Taperwings, Stearmans and Pitcairn Mail Wings built years later especially for use on the mail runs adopted Smith's idea in the use of this inner-cockpit lining.

These days of the D. H. luminous instruments were not yet in use. In fact, flight instruments were virtually unknown. Even the needle deflection on the altimeter of considerable less than one inch represented 1,000 feet. No such thing as a sensitive altimeter! Of course, even the fliers of that era would become curious as to readings of their critical engine instruments such as how the water temperature was doing and if oil pressure was holding okay; Art would unsnap far enough to glimpse these by use of a flashlight mounted inside the cockpit. Then he'd snap the lining shut again.

The night Art crashed to his death, he apparently had been flying rather high as he encountered a heavy snowstorm enroute from Chicago to Bryan. Letting down to lower level when his elapsed time was estimated to put him in the vicinity of Bryan, he spotted lights which he thought might be those at Bryan Air Mail Field. Not certain, however, he made a pass and gave it the gun to circle around and look things over again. The lighted area he had dragged happened to be a farmhouse and the lights Art saw were a few headlights of cars and lights around the house and barnyard. Here a party was in progress. At the far end of Art's pass was a woods and on his second pass, Art Smith hit the tallest tree in the forest and mowed down stands of timber in the woods beyond as he came to his end in the fiery crash which snuffed out his colorful life and career.

The roar of his Liberty engine on his first and second passes brought people out of the farmhouse and as they heard the sound of the crash, they felt almost certain that the aviator had parachuted out of his plane beforehand. They formed a search party and scoured neighboring fields calling aloud for signs of the surviving flier --- little realizing that his body was burning up in the gasoline-drenched plane wreckage and fire --- a fire much too hot to investigate closely. It was hours later --- dawn or after --- that closer investigation was made into the real devastation for it took many hours for the intense heat to dispel."

The monument which Fort Wayne citizens so kindly and appreciatively erected to the memory of Fort Wayne's Own Art "Bird Boy" Smith, still stands in Memorial Park, where Art had made some of his earliest flights. And it was from this point that he had accomplished his first round trip to the little town of New Haven, a scant eight miles to the east.

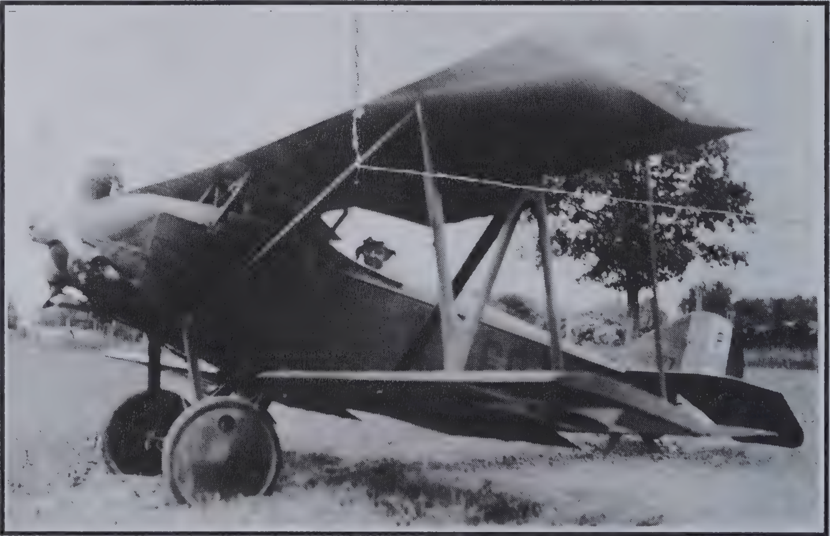

AVIATOR
Mr & Mrs Art Smith
Aeroplane.
Crawford Studios Hillsdale

## ART SMITH AND AIMEE COUR

Art Smith and Aimee Cour are the first couple in the world to elope in an aeroplane in October, 1912. This feat was publicized all over the world. Unfortunately, the plane crashed in Hillsdale, Michigan and they were married from hospital beds.

This photo shows Art seated at the controls of his 1913 stunt plane with his bride of 18 months standing at his side.

## ART SMITH IN THE TINIEST PLANE HE EVER FLEW



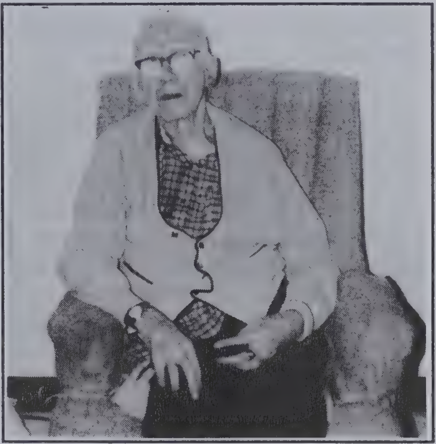
## DALE McNUTT

One afternoon, recently, when we came home we found an envelope in our front door. It was from Dale McNutt, who is presently residing at Kendallville Manor Nursing Home, which is only about a half mile from our house. There were two photos of Art Smith and his wife Aimee in the envelope. This was intriguing and within a couple of days I went over to the Manor to meet Mr. McNutt.

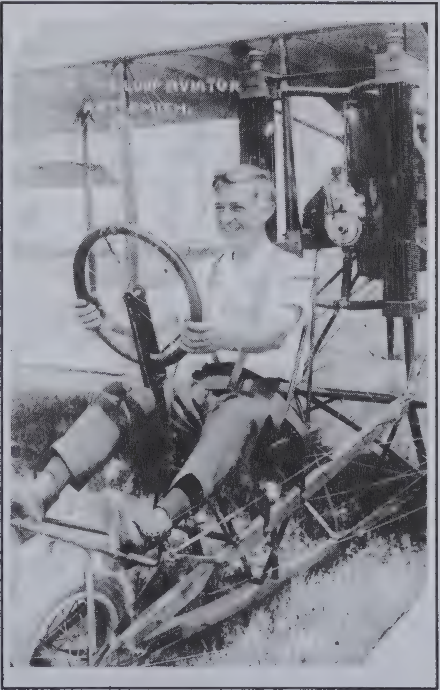
It turned out that as a kid he was with Art Smith when he was making his attempts to fly the different aeroplanes that he built. Whenever Art would crash into a dry creek bed, Dale would help push the craft back out for another try. The problem was usually in the wheel assembly being too weak, as they were about the size of bicycle tires. After trying about five times and making adjustments each time, he finally got off the ground.

Mr. McNutt is 94 years old and very alert, although his eyesight is not good for reading. I am going to take some books over for him to look at that have large pictures of airplanes.

It is possible that Mr. McNutt is the only living person who knew and worked with Art Smith.



DALE McNUTT
Kendallville, Indiana



ART SMITH
"Loop the Loop" Aviator

# BOB McCOMB

Bob "Unk Fudd" McComb has been a strong promoter of aviation all over the country for many years, especially in Ft. Wayne, his hometown. Although now retired to Ogden, Utah, he continues his involvement in the Art Smith Aeroplane Society and holds a lifetime membership in the Indiana Historical Society. Bob is one of my OX5 buddies and has been national vice-president and membership chairman.

Although Bob is best known for his stunt flying at air shows, he is a skilled pilot. He instructed U. S. Army Air Corps advanced training in AT-6's for three years, teaching both U. S. and Royal Air Force Cadets. He also instructed Air Force Primary for 9½ years for Bevo Howard at Hawthorne and later had his own flying school. His record, dual and solo, was accident-free the entire time.

Most people do not realize how skilled a pilot must be to be able to perform stunts and "clown around" with their aircraft. Many pilots died trying to out-do one another when it came to stunts—coming too close to the ground, pushing their planes past "daredevil" flying into foolish disregard for safety. Unk Fudd knew that was a good way to get killed and chose to polish his act to perfection, which he did.

Bob got the idea to fly a plane sitting backward in the seat while giving a flight lesson in a J-3 Cub. The stick had not been pinned in place and when he took off, the stick came loose in his hand. He managed to control the airplane by turning sideways, using his right hand on the throttle and reaching back with his left hand to the rear stick. He perfected this act by taking his airplane up high and learning the technique of flying it with the rear stick and throttle, sitting backwards in the front seat. He had another instructor in the rear seat to act as safety pilot while he learned to take off and land while sitting backwards, not using the rudders at any time.

Here is how Bill Sweet, the MC of the airshows, described Unk Fudd's act in his book, "They Call Me Mr. Airshow":

"At show time, he would pretend to be mowing the grass, moving closer and closer to the airplanes. He'd stop and yell at me, 'Would somebody move this airyplane so I can mow around it?' We'd ignore him, so he'd climb clumsily into the plane and loudly announce that if nobody would move it, by cracky he would. We had it rigged with a starter so all of a sudden he'd go lurching across the infield and staggering into the air. The door was off and Unk would come slipping and skidding back in front of the crowd, dressed in overalls, straw hat and red bandana. Then he'd make a big turn and come back around, sitting backward in the front seat and flying with the rear stick only. I hammed it up, calling for the police to stop him and had them out there chasing up and down the infield. When he finally landed, the cops grabbed McComb and had him in the paddy wagon before I could convince them he was part of the show."

"Bob varied the act with different openings. Sometimes he would come walking up pushing an old hand cultivator. Another time he'd come driving up in a Model A roadster with straw, pitchforks, chickens and such sticking out all over it. Once he even came up in a chauffeur-driven Cadillac with a bevy of beauties. However he did it, he always fooled the folks; they never knew he was on the show."

"As Unk points out, nobody ever copied that backwards part of his act and nobody is going to do it today. The F. A. A. requires a seat belt be used by all occupants during flight and that's impossible to accomplish while sitting face to the rear. (Bob learned to hold on because he came very close to being bounced right out of the plane in rough air.) They also limit the pitch and bank if the cabin door is removed and when you do that you limit the act, also."

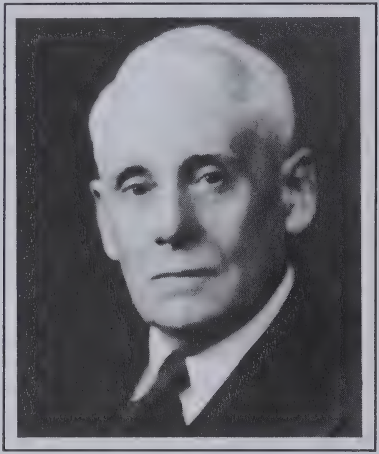
"Unk could pull two G's just standing there at 250 or so, and when you loaded a Pusher's tanks with gasoline, the two of them often had trouble getting altitude on a hot day. After a show in Chicago, McComb took off heading east. The only trouble was he couldn't gain any altitude, so there he went flying under the high tension lines instead of over them and making big, flat turns to get around trees and obstacles. Meanwhile, I was tearing along beside him in my car, which really wasn't breaking any laws considering the Pusher's turtle-pace. I followed him clear to Gary and he didn't once get over 40 feet high! He landed there and we siphoned off some excess gas."

"One time we had an air show in Ft. Wayne, McComb's home town, and he was flying an N3-N, a trainer biplane made in the Naval Aircraft Factory. Along came this local hero named Ace Lillard, who proclaimed himself an experienced car-to-plane transfer man. We agreed to let him do it. This would-be daredevil got off the car alright, but then he couldn't climb the ladder. It was too long, it didn't have rigid rungs, and he didn't have the strength. McComb flew around and around, trying to figure out what to do with the guy. He flew over the Maumee River, dipped low and skimmed along, hoping Ace would get the idea and drop into the water. I guess Lillard couldn't swim either, because he kept hanging onto the end of the ladder like a yo-yo. After 45 minutes of circling, McComb was getting low on gas and knew he had to land. I thought when Lillard saw McComb coming in for a landing he would somehow get up that ladder, but he never budged. McComb so skillfully put her down into a slow 3-point landing that Ace received nothing but scratches and bruises from hitting first and being bounced along the ground. I don't think he ever let go, even after he started dragging along the runway!"

In addition to the air shows, Bob loved sky writing and towing banners hour after hour, stopping only long enough to refuel.

Bob "Unk Fudd" McComb is truly an aviation pioneer and enthusiast!

# PAST AIRPORT MANAGERS OF SMITH FIELD

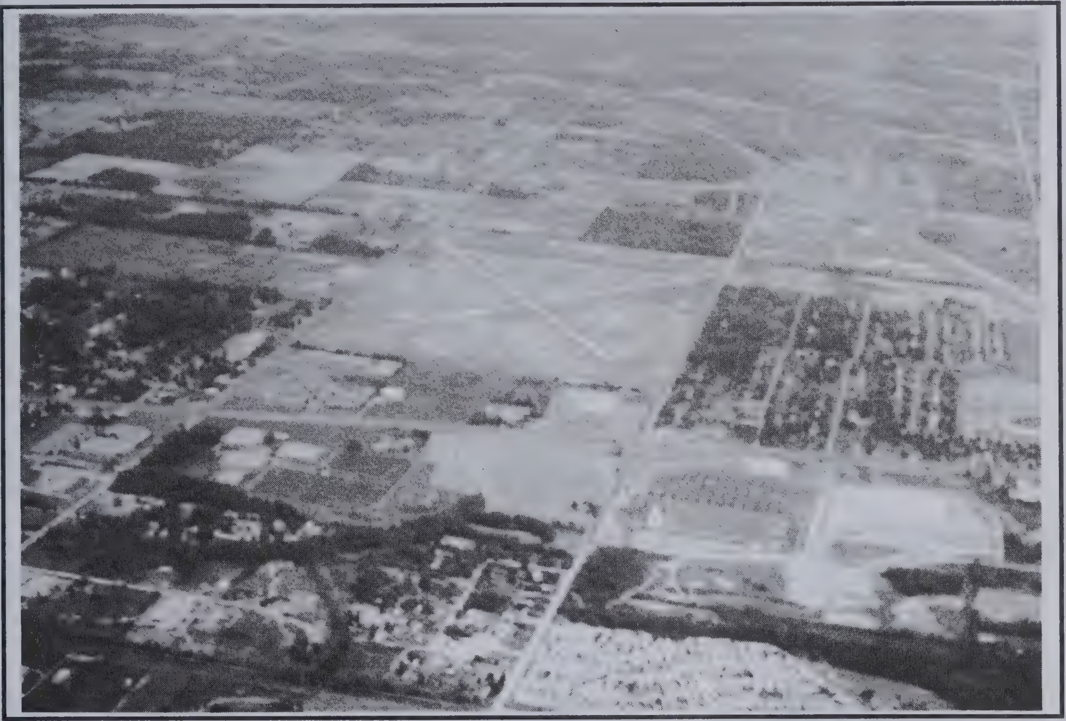


ROBERT R. BARTEL
1925 to August 1, 1934

CLARENCE F. CORNISH
August 1, 1934 to July 1, 1941

J. ROSS McCULLOCH
July 1, 1941 to June 1, 1942

ROBERT T. SCHOTT
June 1, 1942 to February 1, 1945



SMITH FIELD AS IT LOOKS TODAY
(Photo by Robert Schott, 1994)

## PAUL BAER - BAER FIELD

Paul Frank Baer, born in 1893 in Ft. Wayne, Indiana, rose to become America's first World War I Ace. He served first with the French Air Service (enlisted in January, 1917) and then with the U. S. 103rd Aero Squadron. Within 45 days after he began combat flying, he had downed 16 German planes, receiving official credit for nine.

In letters home, Baer wrote, "My first flight in the clouds was exciting. Several times my heart was in my mouth." About his first landing he wrote, "I landed in a yard at a farmer's house." His plane was shot down by German anti-aircraft fire on May 22, 1918. He survived the crash and was a prisoner for eight months. During his service with the famous Lafayette Espadrille, Baer was decorated with the Legion of Honor and *Croix-de-Guerre* with Palms, representing the highest citation degree given by the French. He was the first aviator to receive the U. S. Distinguished Service Cross (April 12, 1918).

LT. PAUL FRANK BAER

After the War, Paul Baer became a test pilot doing research for aeronautical laboratories located in Detroit. He then served as an inspector in the Aeronautics branch of the Department of Commerce. This job proved too boring, so he went to South America to establish air mail service.

He lost his life at Shanghai on December 9, 1930 (age 37) when a mail and passenger plane he was flying crashed during take-off. His body was brought to Ft. Wayne where the city accorded him the largest military funeral in its history. Over 20,000 people visited his flag-draped coffin. He rests today in Lindenwood Cemetery.

Ft. Wayne's municipal airport terminal, established in 1941, was named for him.

The following article about Baer Field and its importance during World War II is reprinted with permission of the author, Lou Thole. It first appeared in the "Friends Bulletin" published by The United States Air Force Museum Foundation, Inc.; Vol. II, No. 1, Spring, 1988.

*We are pleased to include another "Forgotten Airfield" from Indiana by member, Lou Thole of Cincinnati, Ohio. Lou's long-range plan is a book covering the history of the World War II airfields in the Hoosier State. We have been most fortunate to be able to run segments of that effort. If any of our readers have additional information or photos to assist or enhance the author's efforts on this project, please contact: Louis C. Thole, Jr., 11263 Marlette Drive, Cincinnati, OH 45249. We look forward to more of Lou's "Forgotten Airfields" to share with you.*

# Forgotten Fields of Indiana

## BAER FIELD

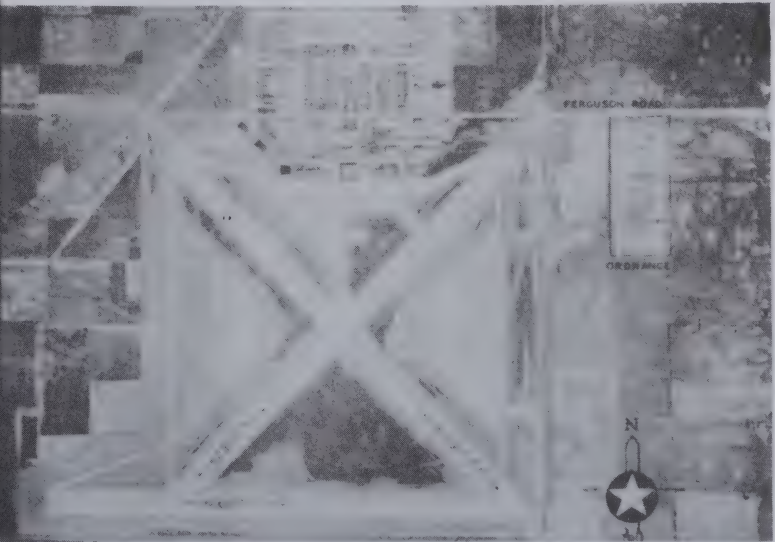
BY LOU THOLE

In the early morning of June 6th, 1944 about thirteen thousand men of the 101st and 82nd Airborne Divisions were preparing to jump into the night sky over Normandy, France. They were carried by more than 800 planes, part of the largest airborne invasion ever. A little more than three months later, on September 17th, more than 2000 planes carrying troops, equipment, and pulling gliders were in the air on an even larger airborne assault - Operation Market Garden, the invasion of Holland.

The 440th, 441st, and 442nd Troop Carrier Groups were at Normandy via Baer Field, Indiana. Probably more than half of all the C-47's used in these major airborne operations had their final flight test at Baer. In fact, more C-47's were final flight tested at Baer than any other field in the U.S. This was the last check out prior to going overseas.

The 31st Pursuit Group had made Baer Field its home by the outbreak of the war. The group later went to England and then to the Mediterranean theater of operations. Baer also processed

*Lt. Paul Baer, c1919*
*WWI Flying Ace.*



*Baer Field - 10/42*

aircrew and airplanes of the first three AAF B-26 groups to operate the aircraft in the North African and Mediterranean theaters of operations.

The people at Baer Field made a major contribution, one that is not well known. It was critical to the role played by the Army Air Forces during World War II.

Baer Field is located about seven miles southwest of Fort Wayne, Indiana, between State Highways 1 and 3. Fort Wayne was called 'Fort Rain-Windiana' by the pilots stationed there because it was often either raining or windy.

The field is named after Paul Baer, a Fort Wayne native born in 1894. A sixteen victory ace, he flew with the Lafayette Escadrille and the 103rd Aero Squadron, AEF Air Service, during World War I and was awarded the Distinguished Service Cross, the Legion of Honor, and the Croix de Guerre. He continued to fly after the war, opening air mail routes in South America, and participating in many aviation experiments. He died on December 9, 1930 while flying mail and passengers, when his Loening C-2-H amphibian crashed on take-off from Shanghai, China. He is buried in Fort Wayne.

Early in the war years, defense related construction was going on at a feverish pace all over the United States, and especially in Indiana. Baer Field escaped some of this because the airdrome was finished prior to the start of the war.

The field was unique in that its establishment at Fort Wayne was at the request of the city. The location for most fields was simply an arbitrary decision by the War Department, with little input by the people affected. The citizens of Fort Wayne wanted the base, and the city took options to buy 700 acres for that purpose, should the War Department decide to build a field there.

The decision to build at Fort Wayne came much quicker than expected. Early in January of 1941, the War Department told the town that it would locate a base there if possession of the land could be had by February 1st. That was less than 30 days away.

*Runway construction - 6/41*

*Expansion of hangar, 4/42. This hangar later burned and today's Baer Field Terminal building is near this spot.*

It simply was not possible to handle the real estate and financial matters that quickly. However, the situation was saved by 30 businessmen who signed notes totaling the needed $125.000. Then four of the local banks advanced the city that amount of money to buy the land. Land owners were told to be ready to vacate in 15 days. The government signed a $1.00 annual lease, and now construction could begin.

Like most of the A.A.F. sites in Indiana, the land was relatively easy to build on. I. L. Griffin, a local contractor, had the contract to clear the land for $3,500.00. There were eight homes, seven barns, and some other buildings to be razed. Some parts were heavily timbered and the drainage caused problems that cost $180,000 to correct.

The original plans called for approximately 700 acres and 83 buildings. During the war, the base continually expanded so that by the end it had over 1,000 acres, and in excess of 250 buildings. There were three runways, each about 6300' long.

While the field was being constructed, base headquarters was located on the second floor of the National Guard Armory on North Clinton Street. The first C. O., Major Eugene Lohman, and his staff of four were located in one room of the Armory.

At this point everything was spartan. Office furniture was a homemade desk with some typewriters and one bookcase. The filing cabinets were the window sills with rocks used to hold down the papers. Later, half of a ping-pong table was added along with several banquet tables from the Knights of Columbus meeting hall. Office supplies were donated by local office supply dealers.

Many civilians were being interviewed for later employment at the field, but it was not possible to talk with the female personnel inside the building. At that time, the Armory was being used for pre-induction physicals, and nude selectees were everywhere. So, the female candidates for employment were interviewed at the flag pole in front of the building.

The contract for runway construction was signed in February, and for the first hangar in April. Major Lohman arrived in March to set up his headquarters in the Armory. The first troop to be housed on the base was a quartermaster company commanded by 2nd Lt. Ewing Elliott. At this time, the roads and walks were no where near completion, and spring rains made them virtually impassable. Mud was everywhere. It seemed like there was more inside the buildings than out. Some enterprising G.I. put up this sign, "Please do not track the mud outside as there is enough there now." It would not be until the summer of 1942 that most roads were paved.

Construction was done at a breakneck pace because of the rapid expansion of all defense related projects in 1941. The major portion of the original building project was finished by July, about 150 days after the lease for the land was signed by the War Department. Concrete for the runways was laid starting in July at the rate of 6500 cubic feet per day. By October the runways had been finished. So, from the beginning of February to late October, a small city had been built where only farmland had existed before. The field was complete with a chapel, fire station, hospital, administration building, warehouses, barracks, mess halls, a theater school rooms, and repair shops. More was to follow.

The "official" first landing took place on the 11th of November, but the first plane to land was flown by a pilot with the 31st Pursuit Group. He was on

*Post Theater - 12/43*

*Troop Housing on "D" Street - 12/42*

a cross country from Oscoda, Michigan, lost and low on fuel. He managed a successful landing despite the field being under construction, with stakes at 20 foot intervals.

The Army took possession of the field on October 31, 1941. Col. Lohman, who had been with Baer from the beginning, was transferred soon after to Langley Field, Virginia. He would be followed by 14 other commanding officers before the field closed in 1947.

Construction of Baer, including later addition, cost over 10 million in 1940 dollars. The impact of this spending, plus other war related construction in Fort Wayne, had a significant impact on the economy. During the April to September 1941 period, Indiana industrial plants were awarded 975 contracts totaling 607 million dollars. This did not include sub-contracts or lend-lease materials. The influx of business raised employment and payrolls to record levels. Fort Wayne rapidly became a good place for business.

At this time, the local newspapers were full of articles about Baer and other defenses related activities. After the war started, there was little or no news of military happenings at the field. The Fort Wayne News Sentinel of 5 November, 1941 talked about the P-39's soon to be stationed there; they "travel at 400 mph.

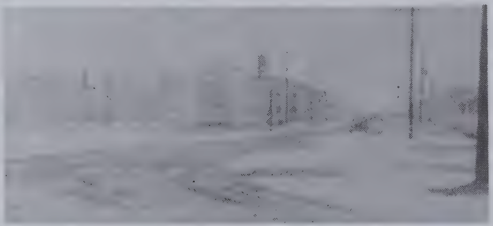
Many companies ran "welcome advertisements including the Keenan and Anthony Hotels, Columbia Liquors Co. and Wayne Hardware. Indiana Tech. offered courses in drafting, mathematics, etc., to be taken after work hours. This would help the worker avoid "the inevitable layoff" following the emergency.

Mayor Harry W. Baals was quoted: "Nothing left undone to guard against danger of sabotage. City policemen received special training in first aid, the fire station was rehabilitated and streamlined, equipment was modernized, and personnel were given intensive training.

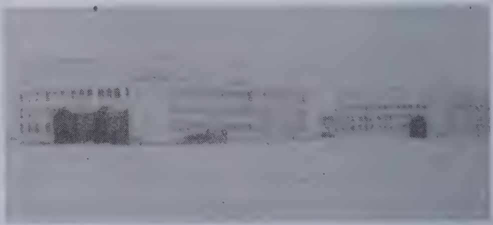
The Studebaker Corporation aviation engine plant was in the final stages of completion. It would employ 1400 people on its forty acre site. Studebaker would make B-17 engines among other things. General Electric ran an ad telling about the largest expansion program in its history. Twenty eight building projects were in the works with a 40 million dollar commitment, part paid by the government. G.E. had just received a multi-million dollar award to make turbosuperchargers. They would be built at a factory in Fort Wayne that had not yet been constructed.

Compare this open reporting of events with the situation almost exactly one year later. At that time, the News Sentinel reported, "When airline planes fly over the city, all curtains must be drawn at least five minutes before reaching Fort Wayne and for five minutes after passing over. Curtains must remain drawn during landings and takeoffs. Only Army and regularly scheduled planes are permitted to fly over Fort Wayne.

As the field was nearing completion it was assigned to the First Air Force



*Furgusen Rd. looking East - 12/42. Furgusen Rd. divides the building area from the flight line.*



*Squadron Hangars - 12/42. Today they are in excellent condition and still in use.*

whose headquarters was at Mitchel Field, Long Island. The major responsibility of the First Air Force was the organization and training of bomber, fighter, and other units and crews for assignment overseas.

The 31st Pursuit Group, the first to be equipped with the P-39 Airacobra, was assigned to Baer. The group and been activated at Selfridge Field, Michigan, in January of 1940.

Some support elements of the group arrived at Baer in June, and a larger part of the group came in a 70 truck convoy that arrived in August. The remainder of the 31st arrived on December 6th, following three months of training and maneuvers in Louisiana. They were looking forward to some rest following their strenuous training over the past three months. Also, many were from the state of Indiana and happy to be home. Less than four weeks later the entire group was gone. Another tactical unit activated at Baer early in 1942 was the 78th Fighter Group. The 78th later distinguished itself as a unit of the Eighth Air Force in England.

Baer was assigned to the Third Air Force in March of '42 and virtually until the war's end its responsibility was the processing of crews and planes for deployment to zones of combat. B-26 Marauders were first, followed by C-47's and some C-46's. More C-47's and their crews would move through Baer than any other field.

The field was closed to air traffic during the late spring and summer of '42, so runways could be improved to accommodate the transition from fighter to heavier aircraft. The P-39 F weighed about 7500 lbs, the B-26 weighed 34,000 lbs., and late model C-46s topped out at 51,900 lbs. One of the major improvements in the runways was to add 14" of concrete to the existing base of 14". During this time the hangar was doubled in size and additional hangars were built.

Ed Shenk, who was to become Foreman of Flight Test, was employed at Baer from April of '42 until the end of the war. He remembers arriving at Baer and, at that time, the only planes were two Boeing 247Ds (C-73s?) sitting on the ramp. There was little to do because the field was being upgraded to handle its new mission. So the challenge was to keep busy. He was constantly looking for something to do and often helped shovel cinders to pass the time. He also worked at the welding shop at night, and became so skilled that he was almost transferred to this duty on a permanent basis.

But Ed wanted to be a mechanic. Later in August he and several others were sent to Alliance, Nebraska to interview and hire maintenance personnel for the Alliance Air Base, then under construction. Ed stayed there 30 days interviewing. He remembers lots of confusion, with events moving very fast. The interviewers simply took a person's word for their abilities, and hired

*Squadron Hangars as they are today.*

*Author's son, Chip standing in front of the former base firehouse. Today it's used by a small business.*

*Today's Furgusen Rd. looking West - all buildings pictured were in use during the war.*

based upon that. When he returned in September, Baer was covered with B-26's, and everything was in full operation.

Most of the planes and crews were processed at Baer after transfer of the base to the I Troop Carrier Command. The mission of I Troop Carrier Command was to fly troops with their equipment into combat areas. They also flew wounded from the area of combat to hospitals.

Baer's responsibility was to supply the planes and crews to the I Troop Carrier Command. Planes and crews were joined at Baer and from there went directly overseas. Some of the major parts of the crews/plane joining task were:

1) Receiving and classifying personnel assigned to the I Troop Carrier Command.
2) Making sure the personnel records were up to date.
3) Handling some basic training, i.e. range firing, instruction on flight techniques, link training time and an endless number of briefings on the war zone to which they were going.
4) Physical examinations which included dental work. It might be a long time before the person leaving Baer would see a dentist, so considerable attention was paid to the teeth. The dental clinic was kept busy. During a 35-month period, there were almost 64,000 examinations, with over 40,000 fillings, and about 9,000 teeth removed. Almost 1,000 dentures were fitted.
5) Supplies and equipment were issued. This varied from bicycles, to C-rations, to first-aid jungle kits, to screwdrivers. Keep in mind, these planes and crews were going directly overseas from Baer and anything the crew thought they might need was jammed aboard the aircraft. This was especially true if they were being sent to a field in an isolated area. Some equipment was not available in time for the planes departure overseas, so it was bought locally. For example, 2100 fly fishing puff balls, and streamers were purchased for $525.80. They were packed into jungle kits. Fifteen thousand feet of water hose costing $4,440.50 was bought to comply with the directive requiring 50

*Warehousing area for Baer AA Field. It's still used for warehousing today.*

*This may have been the site of the motor pool. It's not used today.*

feet on each C-47. Five hundred crew chief ladders were also bought in Fort Wayne at a cost of $3,745.00, and one was placed on each ship.

6) All equipment got a final check and this included the aircraft.

Here's the path of progress for a C-47 received at Baer. After its manufacture, the plane was flown to a modification center. At the center, the plane 1) was updated according to the latest modification orders and 2) received the necessary equipment and changes to suit it for its final destination. From the modification center, the C-47 was flown to Baer. Baer's responsibility was to inspect the aircraft and make any appropriate final changes, i.e. install long range fuel tanks, remove unnecessary equipment, and give it a final flight test. After the final flight test, the ship was turned over to its crew.

Baer's inspection of the C-47 was very detailed, and involved considerable maintenance, repair, and modification. There were two stages. The first was an assembly line type of operation in the largest hangar where everything was checked. Examples of some of the problems encountered were leakage of hydraulic fittings, generators not working, loose electrical fittings, instruments not working, low fluid levels, and missing parts, especially clocks. One C-46 arrived with a block of wood in the carburetor air filter.

Long range tanks were installed in the fuselage. If the plane was going to England, it received two 100 gal. tanks, Africa required four 100 gal. tanks, and if the Pacific was its destination, then eight 100 gal. tanks were put in. Extra oil was also required and this was put in a 50 gal. drum in the fuselage with a hose to each engine through the wing. When the oil level got low, more would be hand pumped from the drum to the engine's oil tank.

The second stage was the last inspection where the plane was flight tested and then turned over to its crew. Ed Shenk, as Foreman of Flight Test, and his crew of eight civilian mechanics would pre-flight the planes. The engines were run up, the plane taxied and then flown by military crews to check instruments, radios and single engine operation. The planes were flown north from Baer to Kendallville, Indiana, and back to Baer. This was about 80 miles round-trip. Around Kendallville, one engine was shut down to check how the aircraft handled. The military flew the planes during the flight test, but often the planes would be accompanied by Ed or one of his crew. When the flight test turned up additional problems, these were corrected by the Flight Test section.

Things moved very fast and people learned their job by doing. There were Pratt and Whitney technical people on the field, as well as other factory

*Squadron hangars as they are today. Many of the U.S.O. shows took place in hangar #40. Today it's used by Federal Express.*

*Entrance to today's terminal building. Near the site of the original hangar that later burned.*

representatives. At one time, Ed counted 375 planes at Baer being prepared to go overseas. They were parked everywhere. Two of the three runways were shut down because planes were parked on them, and the hardstands were packed with C-47s. Ed remembers one officer being upset with him because the planes were blocking a fireplug. Ed mentioned that since there were no shelves to put the planes on, they would probably have to stay where they were.

One maintenance report totaled the number of planes processed at Baer from its opening through March of 1944. The total was 4058 aircraft, which included 3155 C-47's. March '44 was a typical' month when 457 planes were serviced and departed overseas. At this time, there was an average of 520 officers, 2874 enlisted personnel, and 986 civilians employed at the field.

While planes were being serviced and made ready for overseas movement, personnel for these planes were also being processed. Jim Ross arrived at Baer in the fall of '44 and stayed until April of '46. Originally ordered to be processed for overseas, his orders were changed and he was assigned as Asst. Operations Officer. Later he would become Operations Officer and then Base Engineer following the war.

Jim recalls the pilots, co-pilots, and crew chiefs being assigned as a crew for each C-47. In some cases, a navigator was assigned, depending upon the ship's destination. The process typically took about 2-3 weeks. Paperwork was handled, equipment issued, and some training accomplished. His staff would process between 10-40 crews per day.

Many pilots were fresh from their training schools and had about 220 hours total flying time. The low level of experience was also true for crew chiefs. Ed Shenk remembers putting together a two week course for crew chiefs who had never been to any crew chief school or had never been inside an airplane. About the best he and his men were able to do was to teach them how to start the engines, taxi the aircraft, and drain water from the sumps. From there, they went overseas.

There was also a group of Chinese pilots at Baer for about three weeks, and from time to time lend-lease P-39s with a big Red Star on them would touch down at the field.

In addition to processing new aircraft, Baer repaired and refurbished 'war wearies. Lt. Gordon Baldry was a test pilot in the summer of '44 and recalls testing one C-47 - 'Catfish.' This was the same plane that he had flown for nine months in the Solomon Islands. She had served him well on the flights between New Caledonia and Guadalcanal, and now was back at Baer

*Orderly room and supply room type building that might have been part of the motor pool complex.*

*This was probably the gymnasium. Today it's used for storage.*

for repair and reassignment.

U.S.O. tours often entertained at the field with stars such as Judy Garland, Ray Charles, Gene Krupa, Sammy Kaye, and Guy Lombardo. Sometimes this took place in hangar #40, and other times outside on a stand built near one of the hangars. The shows were for the military, and civilians were not allowed to attend. One evening Ed and his crew were in the audience at a show and were asked to leave. So they left and went back to work. Since their responsibility was, among other things, testing of engines, soon several plane engines were roaring right next to the entertainers, and from that point on no one bothered the Flight Test Section when they visited the show.

Baer continued as a staging base for I Troop Carrier Command until early May 1945, when its mission changed. It now became an assembly station for redeployment of personnel from U.S. and Europe to the Pacific Theater. This new assignment was short lived, and on December 31, 1945, Baer Field was placed on inactive status. Baer's last assignment was an AAF Separation Base which lasted until March 10,1946. After this, the base was gradually shut down. The general mess closed on January 10th, the Finance Office on February 6th, and the Post Exchange on May 29th. By then, the Post Exchange, which at one time had 126 employees, was now a combination office, sales store and cafeteria, all being operated by two employees.

Equipment was transferred to other bases, put into storage or sold off in small lots. Some property was sold as salvage. An advertisement in the March 6, 1946 edition of the News Sentinel solicited bids for aluminum scrap, electric storage batteries, canteen cups, mess kits, rubber garden hose, rope," grinding wheels, and exposed x-ray film. On February 6, 1947, the base was declared surplus to the War Department, and the last civilian employee left on June 27, 1947.

Today Baer Field is Fort Wayne's Municipal Airport. There are about 45 of the original buildings that remain from the war years. The field is in excellent condition and many improvements have been made, including a first class terminal building and expansion of the runways. Additionally, Baer is now the home of the Indiana Air National Guard's 122nd Tactical Fighter Wing, and the 163rd Tactical Fighter Squadron, flying F-4E aircraft.

Hopefully, in the near future, there will be a suitable remembrance placed at Baer recognizing the contributions and sacrifices made by the people who worked at and passed through the field during the war.

### *AUTHOR'S NOTES*

*I want to thank Mr. Ed Shenk for his help with this article. We spent a delightful afternoon together talking the history of Baer. As Foreman of Flight Test, he's very knowledgeable about the events there.*

*Also, many thanks to Mr. Jim Ross, who very patiently answered my questions and supplied additional perspective. After serving at Baer Field in the military, Jim later was Baer Field's Manager from 1948 to 1981.*

*Mr. Roger Myers is Station Manager for Delta Airlines at Baer and supplied the original photos of the field. He spent considerable time answering questions and gave me access to his extensive records.*

*Finally thanks to Mr. Mark GiaQuinta who put me in touch with some of the key people necessary to this article.*

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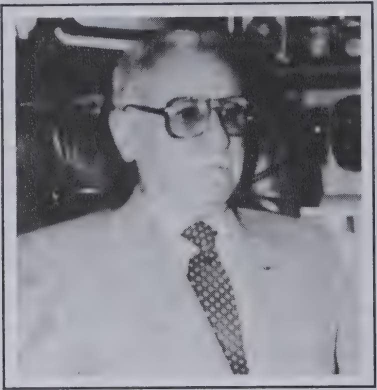
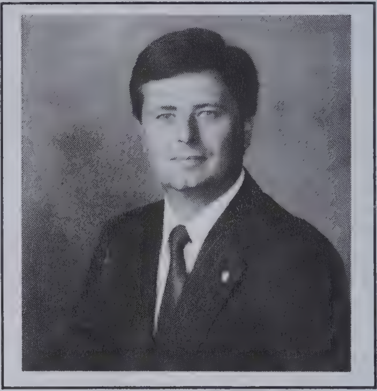
# PAST & PRESENT AIRPORT MANAGERS OF BAER FIELD

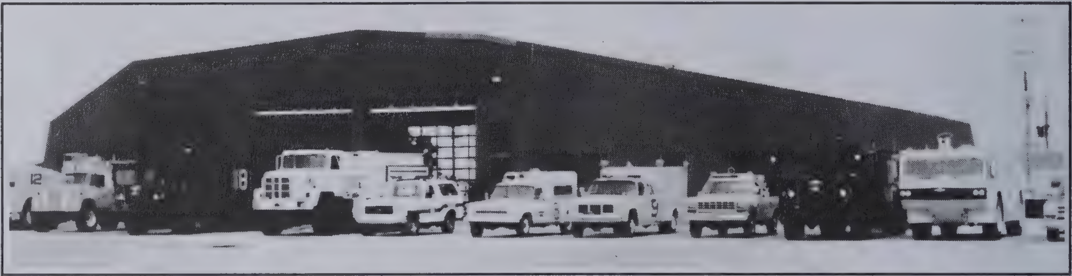


JAMES M. ROSS, A.A.E.
1948 TO 1982



JAMES A. KOSLOSKY, A.A.E.
1986 - 1989

LESTER P. COFFMAN, JR., A.A.E.
Present Airport Manager of Ft. Wayne International Airport



IMPRESSIVE LINEUP OF EMERGENCY EQUIPMENT AT BAER FIELD
Indiana Air National Guard, City Maintenance Department and Fire Department

# GREATER FT. WAYNE AVIATION MUSEUM

About ten years ago I started wondering what I should do with all of the aviation material I had collected during the 16 years I worked with The News-Sentinel and at Smith Field. I also had materials from the 10 years spent at Conover-Mast, covering aviation activities all over the United States.

I knew that there were others with collections of aviation memorabilia, and began to think of starting a museum where all of these things could be gathered in one place for the public to see. After six months of "pondering" the idea, I discussed it with a few friends and they were very supportive of the idea. I knew one thing for sure—you cannot start something unless you put something into it. I decided that $1,000 Life Memberships would give the project a good start. I put in $1,000 and went to see my good friend Jim Kelley. After telling him what I had in mind he wrote out his Life Membership check right there. As I was walking out the door I told him I was going to see Helena Foellinger, whose father had passed away, leaving the Foellinger Foundation. I felt that the Foundation might want to be involved, as The News-Sentinel had played such a big role in promoting aviation in the Ft. Wayne area years before. Jim asked how much money we needed to get started, and I told him it would take $35,000 to $40,000. He said, "...It's just money" and committed himself to financing the project. I found out later that Jim gave financing to over 35 different organizations that needed money to get their civic project going.

ROBERT SCHOTT WITH MAYOR WIN MOSES
Ribbon Cutting Ceremony at the
Dedication of the
Greater Ft. Wayne Aviation Museum - 1984

From Jim's I went to Tom Kelley's Buick-Cadillac. I told Tom I would like $1,000 for his Life Membership in the museum. I left there with the second $1,000 and also financing for the glass cabinets to be put in the museum. (I can understand why the Kelleys are so successful in the car business. Of course I get my cars at only one place—without shopping around!)

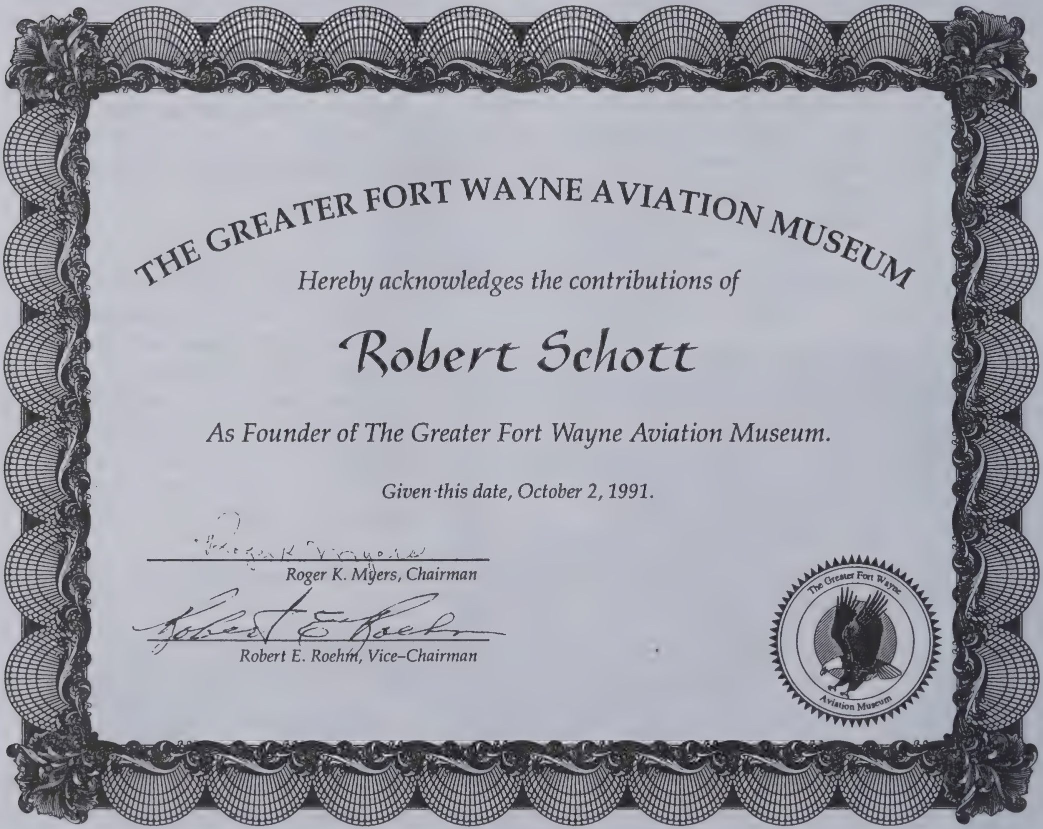
I was very encouraged by the positive response I was receiving for the museum. The next step was to assemble a good Board of Directors. I asked Michael C. Hawfield, of the Allen County Ft. Wayne Museum, to be the Executive Director. The Curator of the Lincoln National Life Insurance Museum agreed to be Curator of our museum as well. Berlen Diehm of the Diehm Museum and Skip Marketti of the Auburn-Cord-Duesenberg Museum also joined the Board.

Baer Field agreed to give us space on the upper level of their terminal building. It is a very good location, near a boarding/waiting area where it is seen by thousands every day.

City Glass put in all of the cabinets and I filled them with most of my collection. I felt better having it all in the museum, instead of stored in my garage while I spent six months of every year in Florida. Others have donated, or loaned, items to the museum, and I think it is a very interesting place to visit.

The museum was officially dedicated in 1984 in a ribbon cutting ceremony by Mayor Win Moses.

I was so happy by the way things worked out. I never believed it would be so easy. But it was made easier by the many people who joined in with donations of time and money to help get the museum organized.



THE GREATER FORT WAYNE AVIATION MUSEUM

*Hereby acknowledges the contributions of*

**Robert Schott**

*As Founder of The Greater Fort Wayne Aviation Museum.*

*Given this date, October 2, 1991.*

Roger K Myers

*Roger K. Myers, Chairman*

Robert E Roehm

*Robert E. Roehm, Vice–Chairman*

## JIM KELLEY

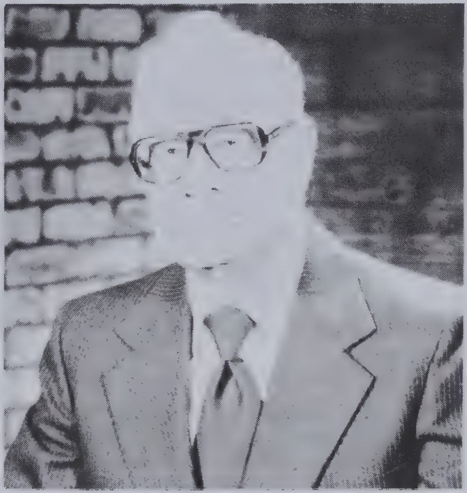
*FUNDER*

Greater Ft. Wayne
Aviation Museum

Jim Kelley first soloed in 1941 whle a student in the Civilian Pilot Training at Smith Field during World War II. He obtained his private pilot's license in 1942, the commercial pilot rating in 1946, and a flight instrument rating in 1949.

In 1944, Jim Kelley and Les Myers purchased 105 acres on the west side of Wayne Trace and opened Myers Field Airport. this airport operated until 1949 when the operations were moved to Baer Field. Jim Kelley founded Ft. Wayne Air Service which currently operates out of six hangars on Baer Field and his present operation, Colsolidated Airways, offers aircraft sales, charter flights, and aircraft leases.

Kelley also owns and operates Kelley Chevrolet on State Street.



## ROBERT SCHOTT

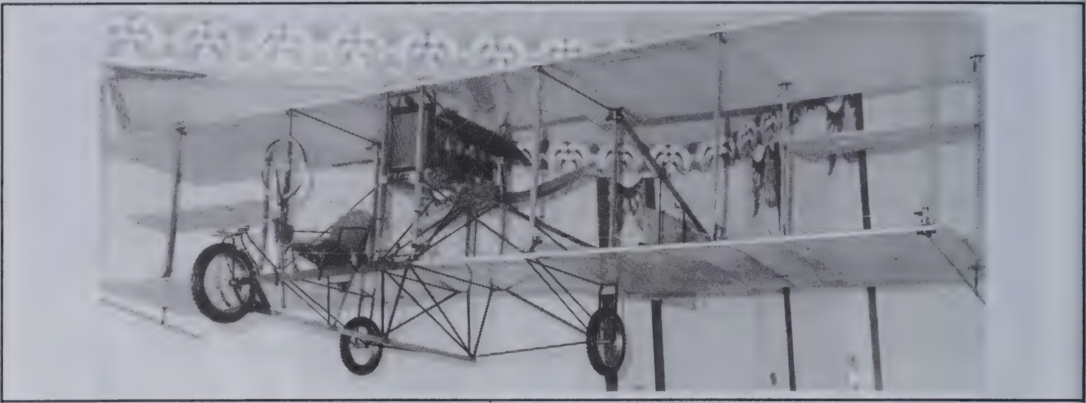
*FOUNDER*

Greater Ft. Wayne
Aviation Museum

On September 15, 1927, at the age of 16, Bob made his first flight (which was also his first lesson) with pilot Paul Hobrock. His first lesson was taken at Sweebrock Airport, Lima Road, north of Ft. Wayne, in a World War I Curtiss JN-4 "Jenny" trainer, powered by an OX5 engine. He made his first solo flight in a Waco 9 on August 5, 1929. Bob obtained his proviate pilot's license on July 17, 1930, and a Class Two rating November 20, 1938.

As Aviation Editor of the Ft. Wayne News-Sentinel, Bob wrote a daily and weekly column of aviation news. For six years Bob was heard on Ft. Wayne's radio station WOWO with the weekly feature, "Plane Talk." In 1943 he helped organize the Ft. Wayne Aero Club, and was its first president. From June 1942 to February 1945 Bob managed the Smith Field Municipal Airport. In 1945 he moved to Cleveland where he became managing editor of aviation publications for Conover-Mast Publishing Company.

Presently Bob resides with his wife Nettie in Kendallville, Indiana.



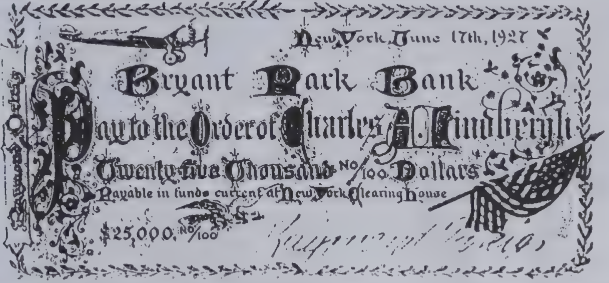
This is a photo of the replica of Art Smith's "Pusher" Aeroplane which will be hung at the entrance of the Greater Ft. Wayne Aviation Museum when renovations to the airport are completed.

Bob McComb, an admirer of Art Smith all of his life, was instrumental in having this aeroplane rebuilt for use by the museum. The "Art Smith Hall of Fame" was also his original idea. He felt that the early pioneers of aviation should be recognized for their courage and fortitude in bringing manned-flight into reality. Over 400 names have been added to the plaque, which holds a place of honor in the museum. Mr. McComb has written numerous articles on the life of Art Smith.

Bob McComb came up in aviation the hard way. He washed aeroplanes, sold tickets, and worked wherever he was needed, so as to be given flying time. He just wanted to be around airplanes. Although an excellent pilot and instructor, he is best known as "Unk Fudd" who performed in over 200 Air Shows as a bumbling, backward-flying farmer. He was the organizer of the Indiana Wing of the OX5 Pioneers, and served as National Membership Chairman. He now resides in Ogden, Utah.

BIKINI UNDERWATER EXPLOSION - 1946
**Testing Site in the Marshall Islands**

This photo was given to me by one of my contacts at Wright Field in Dayton, Ohio during the time I worked for Conover-Mast Publishing Company. It is a prized possession and I wanted to include it in my book.



New York, June 17th, 1927

Bryant Park Bank

Pay to the Order of Charles A. Lindbergh

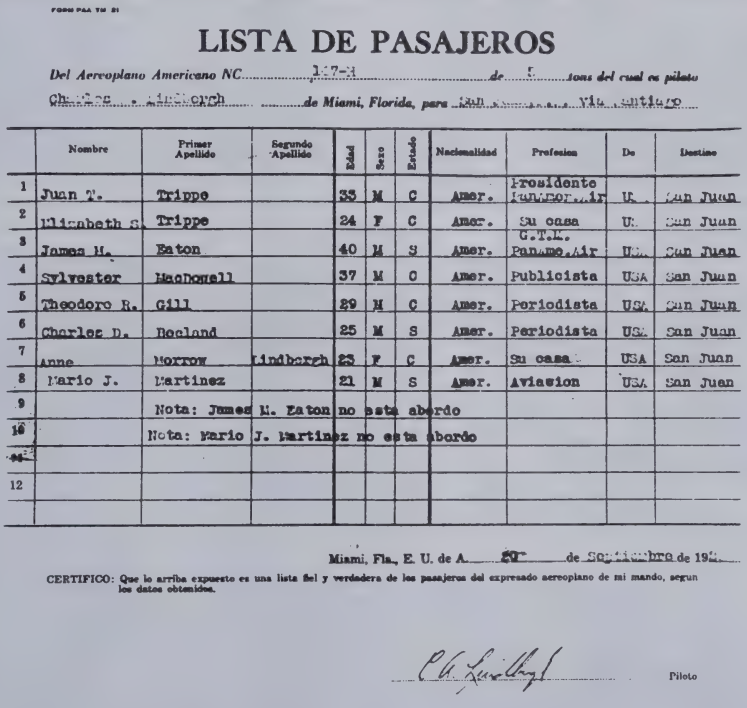
Twenty-five Thousand No/100 Dollars

Payable in funds current at New York Clearing House

$25,000. No/100

The above photo of Lindbergh's $25,000 check (his prize for making the first nonstop New York to France flight) is only one of over 800 aeronautical, historical items in the files of the Greater Ft. Wayne Aviation Museum. Lindbergh's historic flight was made on May 20-21, 1927. He flew from New York to Paris in 33½ hours. Today's modern jet, the Concord, makes the same flight in just a little over two hours.

Lindbergh was forced to parachute from his plane four times to save his life. The first was March 6, 1925 over Kelly Field, Texas when a pilot in flight formation flew into the tail of Lindbergh's plane. On June 2, 1925 Lindbergh was again forced to jump when another plane crashed into his, in mid-air. His other two jumps took place over Illinois in Sept. & Nov., 1926 and were due to poor weather conditions while flying the mail from St. Louis to Chicago.



FORM PAA TM 21

## LISTA DE PASAJEROS

*Del Aeroplano Americano NC* [illegible] *de* [illegible] *tons del cual es piloto*
Charles . Lindbergh *de Miami, Florida, para* San [illegible] via Santiago

| | Nombre | Primer Apellido | Segundo Apellido | Edad | Sexo | Estado | Nacionalidad | Profesion | De | Destino |
|---|---|---|---|---|---|---|---|---|---|---|
| 1 | Juan T. | Trippe | | 33 | M | C | Amer. | Presidente Pan Amer. Air | USA | San Juan |
| 2 | Elizabeth S. | Trippe | | 24 | F | C | Amer. | Su casa | USA | San Juan |
| 3 | James M. | Eaton | | 40 | M | S | Amer. | G.T.M. Panamo. Air | USA | San Juan |
| 4 | Sylvester | MacDowell | | 37 | M | C | Amer. | Publicista | USA | San Juan |
| 5 | Theodore R. | Gill | | 29 | M | C | Amer. | Periodista | USA | San Juan |
| 6 | Charles D. | Bocland | | 25 | M | S | Amer. | Periodista | USA | San Juan |
| 7 | Anne | Morrow | Lindbergh | 23 | F | C | Amer. | Su casa | USA | San Juan |
| 8 | Mario J. | Martinez | | 21 | M | S | Amer. | Aviasion | USA | San Juan |
| 9 | | Nota: James M. Eaton no esta abordo | | | | | | | | |
| 10 | | Nota: Mario J. Martinez no esta abordo | | | | | | | | |
| 11 | | | | | | | | | | |
| 12 | | | | | | | | | | |
| | | | | | | | | | | |

Miami, Fla., E. U. de A. 20 de Septiembre de 192[illegible]

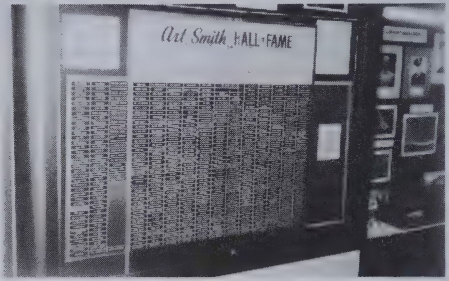
CERTIFICO: Que lo arriba expuesto es una lista fiel y verdadera de los pasajeros del expresado aeroplano de mi mando, segun los datos obtenidos.

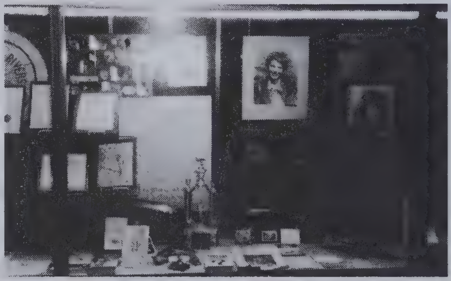
C A Lindbergh Piloto

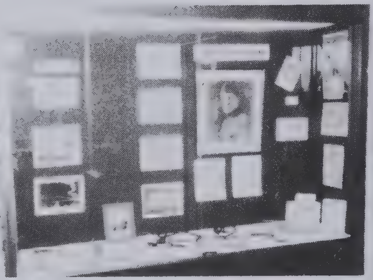
This PASSENGER LIST containing Charles Lindbergh's original signature, is on display in the Museum. It shows one of his flights from Miami, Florida to San Juan, Puerto Rico via Santiago, in September, 1929. (His wife, Anne, is listed as Passenger 7.)
This was given to me by Charles Pond whose daughter worked for Pan American Airways.

# PHOTOS TAKEN IN THE MUSEUM

TER FORT WAYNE
ATION MUSEUM


Art Smith HALL of FAME





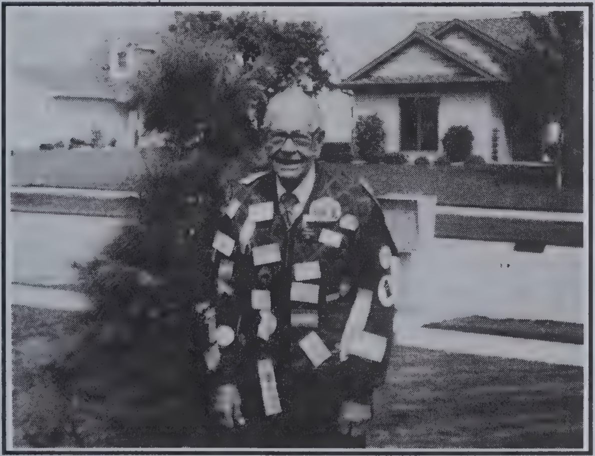
## ROBERT SCHOTT TODAY

These days we divide our time between our home on the east side of Kendallville and our other home in Sebring, Florida. We have friends in both places and golf and socialize together whenever possible.

I am still a licensed pilot, although I do not often have the opportunity to fly. In 1976 I was towed to 2,000 feet in a sail plane glider and thermal-hopped for 45 minutes over Kendallville and north to South Milford. It was a beautiful flight and I could have stayed up all day.

## DIRIGIBLES & BALLOONS

While I worked at the News-Sentinel I had the opportunity to ride in two Goodyear blimps— "The Mayflower" and "The Defender." They would stay overnight at Smith Field and were very nice about giving rides to the field crews.



THE "MUCH DECORATED"
ROBERT SCHOTT
in front of his home in Kendallville, Indiana

One evening last Summer (1993) Nettie and I boarded a hot air balloon at the Kendallville Airport and were given a nice balloon ride over Kendallville and south to LaOtto. We followed State Road 3 all the way and it was a very pleasant and quiet ride. Dogs would bark from below when they saw us overhead, and when we would go over a wooded area, the pilot would increase the fire and the noise would scare the deer out into the open. We saw that there are more deer than we ever thought. The ride lasted about an hour and then we just landed in a farmer's field.

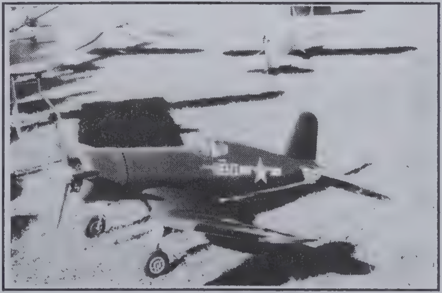
## MODEL PLANE CLUB
## Sebring, Florida

I have always been interested in model airplanes and I seem to have gotten involved in the same thing down in Florida. The difference is that these are radio-controlled, $1,000 toys owned by "kids" over 60 years of age.

While attending one of the shows they asked if I would act as photographer for the event, so I've picked up another job.

I will probably be involved with aviation in *some* way for the rest of my life, and that's fine with me because...

**THE KID LOVES AIRPLANES!**



I do not know the name of the person to whom credit should go for the following poem, but I am sure that they had an understanding of how rough and wild the early days of aviation were. I include it here as a bit of nostalgia for all of you who were also there in those days when we had SO MUCH FUN!

## *LOOKING BACK ON AVIATION*

*We don't have to*
*Carry rocks off the flying field*
*Anymore.*

*We don't have to*
*Take down a fence to get on the field,*
*Or wait for cows to move off the landing strip*
*Anymore.*

*We don't have to*
*Take off in high grass or between trees,*
*Sit down on a different field when the wind changes*
*Or side-slip into the landing field*
*Anymore.*

*We don't have to*
*Drive five miles for a can of aviation gas,*
*Cut trees down to make takeoffs or landings,*
*Wait for the crop to be cut on the "airport"*
*Or face irate farmers for crop damage*
*Anymore.*

*We don't have to*
*Use a blowtorch on the crankcase in winter,*
*Pour gas from a can thru a chamois and funnel*
*Or worry about chocks and shock absorber cords*
*Anymore.*

*We don't have to*
*Have only tall guys "spin the prop,"*
*Tuck our pants in boots and fly by our seats,*
*Or have perpetual trouble with OX-5 engines and radiators*
*Anymore.*

*We don't have to*
*Worry about "Tail-skids," "Ground-loops," or deadly "spins,"*
*Use mouthpiece and earphones when instructing up there,*
*Listen to the wires "sing" when we "come in"*
*Or be embarrassed when we back General Mitchell*
*Anymore.*

*We don't have to*
*Keep our airplane out in bad weather*
*Or set out 48 oil lamps for night flights*
*Anymore.*

*We don't have to*
*Warm our feet on a stove in the flight office,*
*Use out-houses in the snow at the airport*
*Or climb out on the wing to take pictures*
*Anymore.*

*We don't have so much fun—Anymore.*

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